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## EDITORIAL

### Importance of Motorcycle Expos

**Motorcycle Expos are not only a good opportunity for the manufacturers to showcase their latest models; it's also the perfect place to snag a deal too good to refuse!**

Expos of any kind are hard work, whether you're one of the organisers or one of the companies promoting your product. From the time you set up to the time you pack up, you're on the go, sometimes for a week straight, yet more often than not, it's worth all the hard work. Of course having said that, it's not Home & Beauty or Building expos I'm interested in, and considering you've bought this magazine, I'm assuming there's a strong possibility you feel the same way. As keen motorcyclists, it's the two wheeled expos drawing all our attention, and the recent events held in Sydney put together by Troy Bayliss Events and Perth which was hosted by Premier Events, have been some of the most successful in terms of crowd numbers through the doors.

Not only do the expos give the manufacturers the opportunity to showcase their latest models, it's also the perfect place for the public to get a deal too good to pass up! The crew from MV Agusta

Australia are the perfect example of that, selling nearly 15 bikes at the Sydney Expo, with four in five minutes on the Saturday alone, breaking records in the process.

I attended the Sydney expo all three days, and it was great to see such passion and anticipation amongst the crowd, especially when some of the large manufacturers unveiled one of their new models. One of the most popular bikes that drew a crowd in when the sheets were lifted off was the Ducati XDiavel, which has been stroked out to 1262cc from the original Diavel's 1198cc, along with some significant styling changes. They also featured the new 1200 Multistrada Enduro which was also gathering quite a lot of attention, especially with the upgrades now offering more wheel travel and a larger tank capacity; it's a Multistrada that will take you just about anywhere.

Yamaha were busy all weekend too, unveiling a host of new models as well as having Kel Carruthers on the stand ready for a quick chat or to sign an autograph. And it wasn't just motorcycles on their stand either, they also had a rock band cranking out some pumping tunes on Yamaha musical instruments, including a \$10k Yamaha drum kit. It was a fine way to celebrate their 60th Anniversary and showcase just how diverse the company is.

Urban Moto Imports were of course busy all weekend with all of their brands on show including MV Agusta, Royal Enfield, Benelli and Bimota. They really are a dedicated bunch of guys from Urban Moto, and you can rest assured there'll be a lot happening with these brands over the next couple of years. BMW enthusiasts weren't overlooked either with most of their latest models on show, but it was the Triumph stand attracting a lot of people admiring the



(LtoR) Legend racer Kel Carruthers with Yamaha Marketing Manager Sean Goldhawk.



The Ducati stand was buzzing with activity all weekend...

new 1200 Bonneville range which are now water-cooled, including the Thruxton and Thruxton R for the café racer fans while the Street Twin is sure to impress the classic enthusiasts. Along with all their other models on display, Indian Motorcycle also released the new Scout 60 while Harley-Davidson had the new Forty-Eight, 883 Iron and the Softail S range for all to admire. And while Victory may not have had latest models to unveil, they did share the news of a new motor being designed and set for release towards the end of this year, information which was well received. It was just as difficult to move around on the Aprilia and Moto Guzzi stand with regular

crowds of people getting in to have a closer look, while it was just as hectic over at Kawasaki where they had a great array of dirt bikes on display along with the H2 Ninjas and the latest 300 Ninja, which is sure to keep selling in large numbers.

Of course if you were willing to brave the hot weather outside, you would have stumbled over so much more happening, including a massive hall full of great gear from MCA at amazing prices, H-D had their custom parts truck set up while there was

Kristy working hard on the Draggin Jeans stall!





also motocross racing, stunt riding displays and test rides. And if you were still on the hunt for a deal, there were plenty to be found amongst the accessory and clothing companies too, like Draggin Jeans, who were there working hard all weekend with Kristy at the helm, and by all accounts, they sold a truck load of jeans. BikeSkate were also on hand showing the variety of bike skates available and just how easy they are to use, or if you were after a quality jacket or helmet, Ficeda Accessories were offering some great prices on all their gear.

But some of the most notable manufacturers missing from the Sydney Expo would have definitely been KTM and Honda, who were both part of the Perth M/C Show but not Sydney, which is understandable for KTM, as they're Perth based, but not so much Honda. I did have a few people express their disappointment with no sign of Honda, who usually have one of the biggest stands at the expos, but there weren't really any answers to be found. They did put out a press release to their customers in the days leading up to the event



*The new Suzuki GSXR 1000...sex on wheels!*

explaining that they would not be a part of the expo at Homebush, but in no way shape or form did this mean the company was struggling, ensuring that the future is looking positive with some exciting new plans in the pipeline.

Confusing...none the least.

And now, as we roll into the second month of 2016, this year once again promises to deliver some great expos, including the Brisbane M/C Expo being held this month at the RNA

Showgrounds in Brisbane on the 21/22nd February, followed by the Melbourne M/C Expo later in the year towards the end of November. Both these events are being put together by Troy Bayliss Events and are set to once again attract thousands of passionate motorcyclists. And remember, it's the place to find yourself a great deal, whether it be a new helmet, riding gear, or even a new motorcycle, I'm sure you'll leave with something...■

**NOT ONLY DO THE EXPOS GIVE THE MANUFACTURERS THE OPPORTUNITY TO SHOWCASE THEIR LATEST MODELS, IT'S ALSO THE PERFECT PLACE FOR THE PUBLIC TO GET A DEAL TOO GOOD TO PASS UP**



*There were a number of salivating bikes on the MV Agusta stand...*





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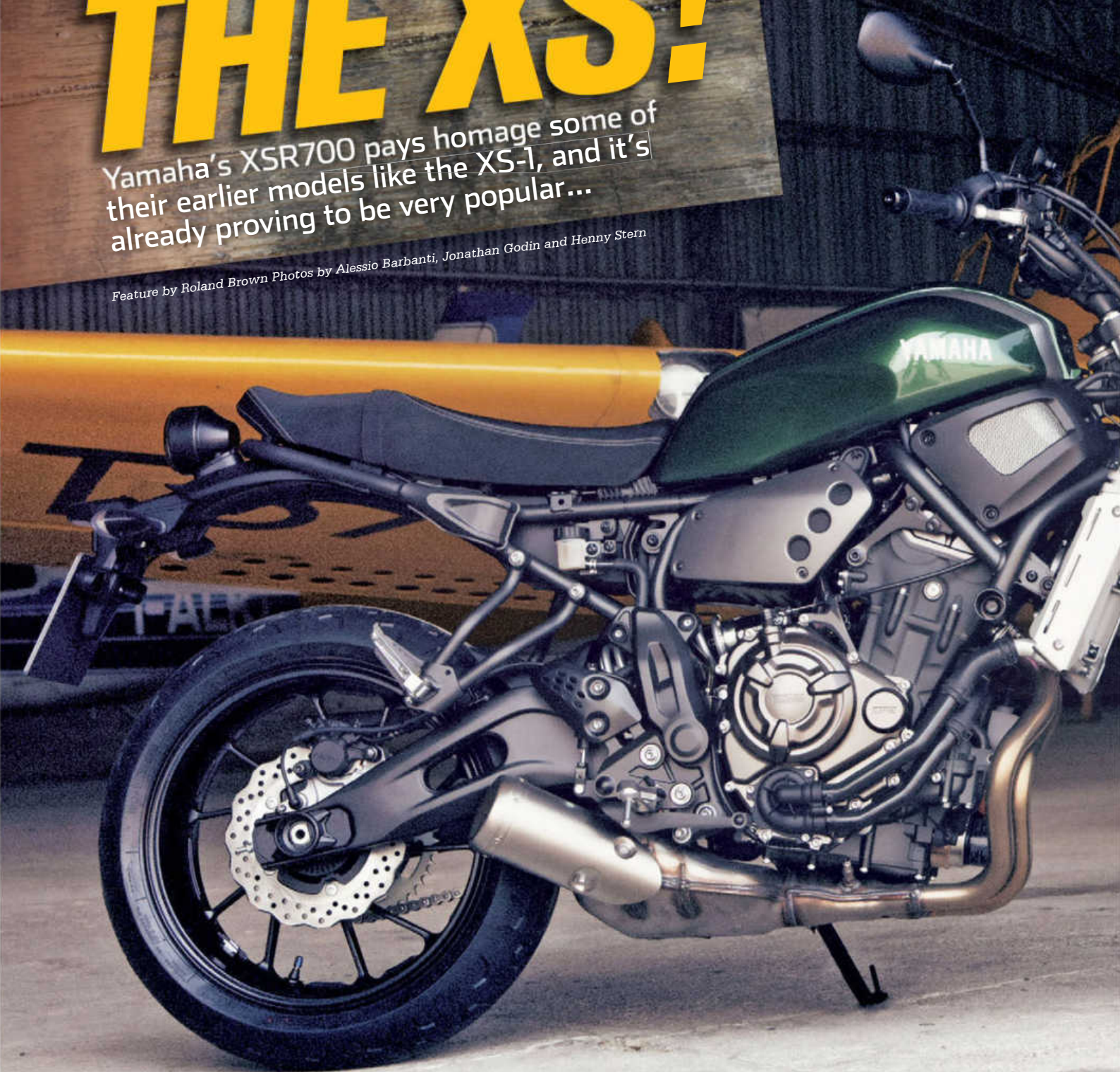


**BIKE LAUNCH**  
**YAMAHA XSR700**

# TAKE IT TO THE XS!

Yamaha's XSR700 pays homage some of their earlier models like the XS-1, and it's already proving to be very popular...

Feature by Roland Brown Photos by Alessio Barbanti, Jonathan Godin and Henny Stern









## BIKE LAUNCH YAMAHA XSR700



It's a surreal experience to be carving down a twisty Sicilian coast road on a silver-tanked Yamaha twin, chasing an aluminium-faired special that is being ridden by its creator, one Shinya Kimura. The legendary California-based customiser's hand-built machine is the original Faster Son, as featured in Yamaha's promo movies, and now he's here in Italy stretching its legs during the launch of the XSR700 that begins this new family of bikes.

Beneath its new heritage-themed bodywork the XSR is essentially an MT-07, sharing its 689cc parallel-twin engine and most of its steel-framed chassis. But Yamaha has brought both Kimura and leading German customiser Jens vom Brauck to Sardinia to highlight

the fact that Faster Sons doesn't just mean retro.

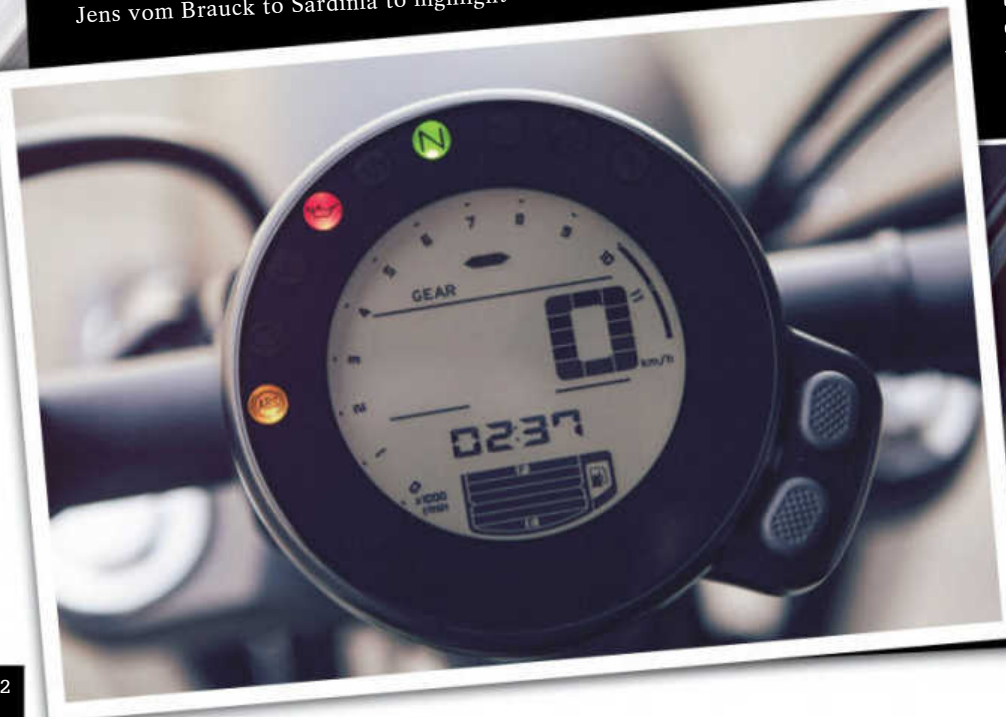
Along with the nod to heritage in the XSR's name and style – which are inspired by the XS-1 of 1969, Yamaha's first ever four-stroke roadster – the new entry-level twin has been designed for easy customisation. In that respect it's even more of an obvious rival for Ducati's Scrambler, even if Yamaha's overall concept is more similar to the Bologna firm's SportClassic theme of a decade ago.

You can make your own mind up about the XSR's styling, and in particular the long headlight that seems to be dividing opinion on the internet. Personally I like the blunt, slightly quirky look in either the raw aluminium or XS-1-inspired green-and-silver (and rumour

has it that there's another equally heritage-themed paint scheme on the way).

What's for sure is that both headlight and tank are designed to facilitate customisation, the 'tank' by being essentially two aluminium pieces that are screwed to the plastic fuel-holder, allowing easy replacement. The front mudguard is a two-piece construction with an aluminium bracket, for the same reason. The steel frame, which uses the engine as a stressed member, has a bolt-on rear subframe, like that of BMW's R nineT, so it can easily be removed. But it would be a shame to replace the stock seat, which is attractively styled in two-tone leather.

At 815mm the seat is 10mm higher than the MT's, which will put short riders on tiptoe, although the bike is so slim and light that few will find it unmanageable. The one-piece handlebar is several centimetres wider, higher and nearer the rider, giving a slightly more relaxed riding position that







**ALONG WITH THE NOD TO HERITAGE IN THE XSR'S NAME AND STYLE – WHICH ARE INSPIRED BY THE XS-1 OF 1969, YAMAHA'S FIRST EVER FOUR-STROKE ROADSTER – THE NEW ENTRY-LEVEL TWIN HAS BEEN DESIGNED FOR EASY CUSTOMISATION...**



felt very natural when I climbed aboard and fired-up the 270-degree crankshaft motor – which came to life with an exhaust note that is Euro 4 compliant but slightly richer and more appealing than the MT's bland sound.

Predictably there was nothing remotely dull about the way the XSR responded when I let out the light-action clutch. Just like the MT-07, the bike leapt forward with the instant enthusiasm that makes the MT such fun. It combined impressive reserves of low-rev torque with plenty of smooth top-end power, complemented by sweet throttle response that helped make it very controllable.

When we began the launch ride by negotiating a couple of villages, the XSR immediately impressed with a rider-friendliness that would make it as good an entry-level bike as the MT. But equally it was happy to lift its front wheel when given a simple tweak of throttle, and once we got onto the generally well-surfaced road that curved along the coast, that broad torque spread meant it made quick progress with minimal need to use the smooth-shifting six-speed gearbox.

The XSR was happy to be ridden harder, too, encouraging plenty of revs by staying smooth all the way until the single round instrument unit's tacho bar reached the



## BIKE LAUNCH YAMAHA XSR700

10,000rpm max on the slightly hard-to-read dial around its outside. The Yam put 160km/h on the clock pretty quickly, not far off its true top speed of about 200km/h. It would happily cruise at a decent speed, too, though a brief rain shower emphasised that its bolt-upright rider gets hung out in the elements.

The slightly higher seat, combined with unchanged footrest position, meant that I didn't feel remotely cramped in normal riding, despite being tall. The bars' width and position meant they got tangled with my knees when making the most of the generous steering lock to do U-turns in the road, but the Yam is so light and agile that it was very easy to manoeuvre.

It handled very well, too; predictably so, given its similarity to the light and sweet-steering MT-07. The XSR's metal parts mean it weighs 4kg more than the MT, but the total is still just 186kg with a full tank, so it matches the Ducati Scrambler almost exactly for weight as well as maximum power.

Like the MT its suspension is competent but slightly soft and short on damping at the rear, in particular, especially for bigger riders. At the first opportunity I wound on a bit more shock preload (the only adjustment possible) using the C-spanner under the seat, which sharpened the steering slightly and reduced the rear end's tendency to squat under acceleration, without noticeably diminishing the excellent ride quality that contributed to the Yam being impressively comfortable.

In an ideal world, slightly firmer and preferably adjustable suspension would be great. (Jens vom Brauck's superbly taut Öhlins-shocked special showed just how well an XSR can be made to handle with minimal modifications.) But the XSR, like the MT, is likely to prove fine for most owners just as it is. Its footrests grounded occasionally under hard cornering, but there was plenty of clearance to make the most of Pirelli's Phantom Sportscomp tyres, which showed they offered grip as well as their nostalgically period tread pattern, even on damp roads in the Sardinian hills.

The XSR also braked impressively hard and controllably (notably more so than the MT on its launch a year ago), suggesting Yamaha have got the combination of 282mm wavy front discs, four-pot calipers and their pads spot-on this time round. This bike comes with ABS as standard and the system was very impressive – and occasionally useful, too, given the dogs and numerous sheep that appeared in the road at various times on the otherwise wonderfully empty Sardinian roads.

This bike should also match the MT-07 by proving respectably practical. It

has the same 14-litre fuel capacity, not particularly generous but good for a realistic range of about 210km at the launch average of 5.5l/100km. (Some riders will manage 4.7l/100km or better, and well over 250km.) Mirrors were sufficiently large and clear to be useful. The speedo's digital display shows gear position and fuel consumption as well as incorporating a fuel gauge, though the display can't be toggled from the slightly small and basic switchgear.

Still, what d'you expect for a bike which, although costing about ten per cent more than the ABS-equipped MT-07, is still very competitively priced, comfortably undercutting the cheapest Scrambler variant. Its price should leave potential for accessories, of which Yamaha have created more than 40, from hand-guards and fly-screen to leather pannier bags and a high-level

Akrapovic pipe. Numerous custom firms (including Vom Brauck's JvB-moto) are creating more of their own.

That price differential with the MT-07 would of course also allow some extras for that bike, so potential buyers will have to judge whether the premium is worthwhile for the XSR's look, retro image or additional potential for customisation. Plenty are likely to decide that it is. Whether they want to tap into the Yamaha heritage, are inspired by Kimura, Vom Brauck and Co, or just want a cool, simple, quick and sweet handling bike at a good price, they won't go far wrong with the XSR700.

**LIKE THE MT ITS SUSPENSION IS COMPETENT BUT SLIGHTLY SOFT AND SHORT ON DAMPING AT THE REAR, IN PARTICULAR**





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## BIKE LAUNCH YAMAHA XSR700

### SHUN MIYAZAWA, YAMAHA PRODUCT MANAGER

"The XSR was developed in parallel with the MT-07; we always had an idea to make a retro model. In 2011 and 2012 we were developing the XJR1300 and said, 'okay, let's try something else' and the idea came of classics with modern components.

"I went to see Shinya Kimura and Roland Sands, asking if this can be the way to do it. Shinya was doing the Faster Sons project, Roland Sands was doing a custom project and the more we talked about it the more confidence we got.

"By summer 2013 we had an idea and a rough sketch, which was a bit more extreme and strangely proportioned; more like a Bulldog 1100 shape. But we decided we didn't need an extreme custom, we just needed a kind of universal Japanese motorcycle. So we went from that to a much more neutral kind of bike.

"My expectation is that half the customers will be a new audience, young guys coming to this bike from custom bikes, and the other half will be guys over 45 or 50 years old who know about motorcycle history. Maybe later on they'll read something and see that the colour is inspired by the XS-1, but nobody will buy this bike because it's green with a silver stripe.

"When we looked into the donor machine we had several ideas – a twin, triple or four-cylinder. But the twin was the best to start with, and it was ideal from a price point of view. But soon after we also said, 'Okay, let's try to use another engine.' Roland has been working on a triple project and we want to see other possibilities too.

"A four-cylinder project could be possible. I think BMW wanted to do a similar project with Orlando Bloom, with an S1000RR custom machine. They were thinking the same way because at a certain stage this is not about retro, it's a new kind of pure road style that can produce a design that's full of adrenaline."

### JENS VOM BRAUCK, JVB-MOTO OWNER AND CREATOR OF SUPER7

"This is a project that comes from the heart because I really love the MT-07.



**THE XSR'S METAL PARTS MEAN IT WEIGHS 4KG MORE THAN THE MT, BUT THE TOTAL IS STILL JUST 186KG WITH A FULL TANK, SO IT MATCHES THE DUCATI SCRAMBLER ALMOST EXACTLY FOR WEIGHT AS WELL AS MAXIMUM POWER!**



I bought one last year and kept riding it till I crashed it doing a wheelie. It reminded me a lot of my old SR500, it's like that bike with a lot more torque.

"My Super7 project isn't flashy or exaggerated; it's very simple and understated, with new LSR handlebar on custom risers, a Daytona speedometer, new headlight, fenders, side-covers, seat, Pirelli Dragon Supercorsa tyres and an Arrow exhaust. The shock is an Öhlins and the forks are standard, modified with more and thicker oil.

"Some finishes are also changed. I stripped the tank to reveal the raw alloy, and the engine covers and some other small parts were sand-blasted. All the parts I've made will be available to buy, and I'm also going to make a scrambler version over the winter, based on the XSR. It's a really good base for a custom – a modern bike not a retro."

### SHINYA KIMURA, CUSTOM BUILDER AND CREATOR OF FASTER SON CONCEPT BIKE

"Shun [Miyazawa, Yamaha product Manager] came to see me two years ago. When he explained about the concept of Faster Sons, respecting heritage and history and passing it on to the future, I totally understood it, so I agreed to do a project.

"I've always been a big fan of Yamaha. I've owned several of their bikes, for example an SR400 and 500, and an XT500. And an XZ550 Vision – nobody would want to take that bike but I love it! I didn't customise these fully but I always personalise them, changing a few things like the bars, and taking off the mirrors and putting on smaller winkers.

"Before I began the project I had a chance to ride the MT-07 and was impressed because it was really fun to ride, it had good power and a short wheelbase. So I decided to make something interesting





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## BIKE LAUNCH YAMAHA XSR700



and exciting using MT-07 components. I tried to make it a kind of 'timeless beauty' bike, so it's not too retro and not too futuristic. Kind of my style...

"Like all my projects it's made from sheet aluminium, 3mm thick. I cut it from a big sheet and I used a mallet to shape it, not an English wheel or a grinder. I never draw, I just shape it by eye. Usually I make a motorcycle for one particular person, but this time I didn't have a particular customer. Instead I just imagined that Yamaha made a motorcycle for me, so it's very personal.

"I didn't count how many hours I spent but it took four months. Normally I make two bikes at one time, for example now I'm working on a 2001 MV Agusta F4 and a Kawasaki Z1 from 1973. But this time I concentrated just on this bike because I didn't have much time – Yamaha was pushing me!

### THE XS-1 – YAMAHA'S FIRST FOUR-STROKE

The inspiration for this first in the Faster Sons family is totally appropriate. The XSR700 is the latest in a line of parallel twins that began in 1969 with Yamaha's first ever four-stroke, the 654cc XS-1.

Although the XS-1 was technically unremarkable, it was a landmark machine. It was the bike that, along with its successors the XS-2 and XS650 models through the Seventies, did much to establish Yamaha as a major manufacturer. And its success confirmed that the last area of British motorcycle dominance was over.

The Yamaha followed BSA's 650 Lightning in its 360-degree crankshaft layout, and even its bore and stroke dimensions. But it differed in using horizontally split crankcases – less prone to

## YAMAHA XSR700

### ENGINE TYPE

Liquid-cooled parallel twin

### VALVE ARRANGEMENT

DOHC, eight valves

### DISPLACEMENT

689cc

### BORE X STROKE

80 x 68.6mm

### COMPRESSION RATIO

11.5:1

### CARBURATION

Digital fuel injection

### MAXIMUM POWER

74bhp @ 9000rpm

### MAXIMUM TORQUE

68N.m @ 6500rpm

### CLUTCH

Wet multiplate

### TRANSMISSION

6-speed

### FRONT SUSPENSION

41mm telescopic, 130mm travel

### REAR SUSPENSION

Single shock, 130mm wheel travel, adjustment for preload

### FRONT BRAKE

2, four-piston calipers, 282mm petal discs with ABS

### REAR BRAKE

Single-piston caliper, 245mm petal disc with ABS

### FRONT TYRE

120/70 x 17in Pirelli Phantom Sportscomp

### REAR TYRE

180/60 x 17in Pirelli Phantom Sportscomp

### RAKE/TRAIL

24°50'/90mm

### WHEELBASE

1405mm

### SEAT HEIGHT

815mm

### FUEL CAPACITY

14 litres

### WEIGHT

186kg wet

**STRAIGHT-LINE PERFORMANCE WAS VERY RESPECTABLE, DESPITE SOME TYPICAL PARALLEL-TWIN VIBRATION, WITH DECENT ACCELERATION TO A TOP SPEED OF JUST OVER 100MPH**

leaking – and sohc valve operation instead of pushrods. Peak output of 53bhp was competitive with the British opposition.

Straight-line performance was very respectable, despite some typical parallel-twin vibration, with decent acceleration to a top speed of just over 100mph. A weak frame and under-damped suspension meant the XS-1 couldn't match its British rivals for handling but its reliability and competitive price helped make it a hit, especially in the US.

Later models' chassis performance was improved following input from former Triumph test rider and racer Percy Tait. In the States the XS was used as the basis for a successful flat-track racer, most notably helping a young Kenny Roberts to become Grand National champion in 1973 and '74. ■

We won't be getting the 700cc model here in Australia as featured here, but instead we get the 655cc LAMs model (slightly smaller bore and compression rate) which is right on the LAM capacity limit!





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# RECORD MOTOR CYCLES!

Record Motor Cycles (RMC) is a brand new company created by a small band of enthusiastic Italian specialist engineers and designers with a wealth of knowledge in the motorcycle industry behind them – and interested in ‘out-of-the ordinary’ motorcycles. Project Leader being Giulio Bernardelle experienced with the early Aprilia’s and Rossi through to the latest MotoGP team bikes.

The target of the company is simply to design and build motorcycles specifically to take convincingly World Speed Records in two classes. The guy behind the project is one Roberto Crepaldi, well known in our world and instrumental in marketing H-D so successfully in Italy in the 80’s. Times moved on and Roberto, a very capable motorcycle design engineer, met and became an enthusiastic colleague of John Britten working with him on his unique V1000 machines and taking the World Series B.E.A.R.S. competition in 1995. More recently he became one of the founders of the current CR&S company successfully developing the Vun and Duu machines.

Now Roberto has created RMC to achieve an ambition of breaking World Speed Records with

two machines - the 2000cc model called the ‘Pride of Italy’ and the 2500cc a ‘Tribute to John Britten’. Photos show full sized prototypes as presented in Milano late last year.

RMC will attack records with ‘conventional’ motorcycles as opposed to Streamliners which the FIM classify as ‘Partially Streamlined’ - with the rider fully visible seated in a standard position and the bike constructed to precise FIM dimensions.

Fuel will be standard ‘green gasoline’ avoiding any other chemical solutions to increase power and superchargers will not be used - as Roberto says it is a 4-stroke ‘Standard’ with the word just a figure of speech – as it’s an 8-cylinder longitudinal Compact-V with a technically unusual power train – with all dimensions and ratio values from F1 engines to achieve the required torque and power in excess of 400 CV necessary to exceed 400km/hr at Bonneville.

Roberto explains the importance of defining dimensions and characteristic values in line with the aerodynamics to choose the best solution between power, torque, engine dimensions and aerodynamic efficiency. The priority of the dynamic behaviour of the bikes

## Ignition

*What's happening in the industry?*

is stability but with a longer wheelbase alone not necessarily enough to prevent a hi-speed wobble on the salt. Addressing this concern a ‘spare’ bike will be built for essential testing with extra chassis, engines and electronic tuning systems well before any record breaking attempts are made.....so now we must wait patiently for the next episode of Roberto’s ambitious and enthusiastic RMC project remaining on target to achieve those World Records.



# EXPERIMENTAL TRIO

The LMW Concept



The PES2



Unveiled late last year at the Tokyo Show, Yamaha’s line-up included a trio of experimental machines, with the first being the Resonator 125, an air-cooled 125cc 4-stroke single with fuel injection. Designed with young riders in mind and those not yet considering a motorcycle, this prototype is light and compact with wooden panels on the tank and seat and a silencer with wooden imaging, the plan being to inspire them while the instrumentation is unique too.

Two lightweight electrically powered bikes were also presented, purely experimental each with a DC brushless motor, a 250W output and a Lithium-ion battery capacity of 400Wh.

The PED2 Dirt Sport and PES2 Street Sport have monocoque frames and the ‘Yamaha Smart Power Module’. Performances are comparable with 125cc motorcycles.

Resonator 125 Concept



The PED2



Finally a complete contrast is the LMW (Leaning Multi-Wheeler) without any technical details but undoubtedly a high performer in its class.





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Please make no attempt to imitate the illustrated riding scenes, always wear protective clothing and observe the applicable provisions of the road traffic regulations! The illustrated vehicles may vary in selected details from the production models and some illustrations feature optional equipment available at additional cost.

Photo: R. Schedl



# YARD BUILT XSR

Germany's specialist custom builder Jens vom Brauck achieved real success with his Yamaha VMAX 'Infrared' to the factory's satisfaction, so when the XSR 700 came in line for the Yard Built project treatment he was the prime choice to exercise his skills – and he did so very effectively.

The aim of Jens was to create a Custom version of the XSR 700 that could be regarded as 'neutral' – not a Scrambler, Flat-Tracker or Café Racer but an all-rounder enhancing the quality original frame with light weight and agility benefiting from the powerful motor.

Jens achieved the XSR 700 Super 7" by designing and producing a range of special bolt-on components that will be available to new owners of XSR 700 machines in the near future.

The original frame is unchanged but the rear sub-frame is removed – simply bolted on and replaced with a shorter and higher tail and seat unit together with a new mudguard, number plate, tail-light and mountings for the Arrows exhaust system. Jens continued to produce a

new headlight with a mounting for the LED indicators and Daytona Speedo and then striking new side-panels and the fuel tank stripped showing the pure alloy. Suspension is with standard Yamaha forks customised and Ohlins rear shocks.

Completing the project are sand-blasted engine covers, risers for the LSL handlebars and more successful creating the stunning XSR 700 SUPER 7.

A credit indeed to Jens vom Brauck who is working on producing all of these unique components in-house to supply XSR 700 owners direct very soon.



# KTM RC16

It was late in 2015 when KTM revealed their new RC16 MotoGP race bike at the Austrian Red Bull Ring where three days of testing by Alex Hoffman went without a hitch. Unbelievably it has taken just fifteen months of development and with the bike performing so well in initial testing, it is a real tribute to the enthusiasm and professionalism of KTM's MotoGP Team. Although the machine will undergo more development and testing

the current reliability and performance bodes well for the bike when the 2016 MotoGP season opens in just over a month's time.

Both Pit Beirer (Motorsport Director) and Sebastian Risse (Technical Director Onroad) were well satisfied with the results and planned more tests with current test rider Alex Hoffman together with Mika Kallio.



**two**wheels

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## SEXY AND SAFE!

These skinny fit, black, leather look, coated cotton pants could well be the ultimate in style for female riders. The Triton G Women's Motorcycle Jeans not only look stylish, they also feature stretch panels above the knee and waist for easy movement. Safety isn't compromised either with CE approved knee and hip armour inserts and easy removable knee protector. The jeans are made from 12oz stretch cotton (cotton 97% / spandex 3%) and have a casual style so they can be worn comfortably even when you're not straddling your motorcycle.

**They're available exclusively through Suus. Orders can be made online at: [www.suus.com.au](http://www.suus.com.au)**



## SOLAR BATTERY OPTIMISER

Reducing our carbon footprint is always important, which is why this Solar battery charger is a great little product. The Oxford Solariser Solar battery charger is excellent at maintaining 12Volt Automotive batteries all year round. Not only is it ideal for locations without power source, it's also handy for vehicles left outside or in remote lock-ups where the Solariser can be left outside or attached to a window or garage roof. **As with all Oxford products it is distributed to most good motorcycle shops by Ficeda Accessories.**





# ON THE VERGE

Shinko have just recently released their new radial sport touring tyres; dubbed 016 'VERGE 2X'. This exciting range sports state of the art steel-belted carcass construction and dual-compound rubber. This means a harder compound rubber is utilised in the centre of the tyre offering durability for high mileage while a softer compound rubber is utilised on the edge or the shoulder of the tyre for optimum grip while cornering. The best of both worlds! They are available in a wide range of sizes for Sports Touring motorcycles with 17" wheels from 16 all the way to 200. **The new Shinko Verge 2X is available now at all major motorcycle or accessory stores and is proudly distributed by Bruce Collins Enterprises.**



## CRUSHER SCOUT EXHAUST

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## THE LEGEND CONTINUES



Stylmartin is back! Synonymous with racing icon Eddy Lawson, Stylmartin has a heritage of passion for two-wheel lifestyle that continues today. The return of Stylmartin coincides with the evolution of materials and manufacturing techniques, and the new collections are characterised by design innovation and by the long and unique hand crafting tradition that is central to Stylmartin's Italian heritage.

Stylmartin motorcycle sneakers are now available in Australia exclusively through Suus. Comfortable enough to wear all day and sturdy enough to protect you when something goes wrong, Stylmartin's CE Certified motorcycle boots were always popular, which is why it's great to announce their return. The upper part of the sneaker features an oily suede like water repellent leather while the inner lining is waterproof and breathable. It features pu internal protection on both sides as well as an anti-slip rubber sole. **The Stylmartin sneakers are available exclusively through Suus with orders taken online at; [www.suus.com.au](http://www.suus.com.au)**





# Kawasaki



## Ninja ZX-10R<sup>2016</sup> PURE SUPERBIKE



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# Kawasaki



## EICMA CURIOSITIES

I'm sure by now you've seen most of the latest bikes released at EICMA last year, but what about the not so mainstream models?

**F**orget photos. Or at least the ability to take decent ones if you visit the Milan EICMA during any of the days open to the general public. My previous visitations have always been during the two pre-show press/trade days, where journalists get a few hours to photograph

new arrivals, most of which still lurk under wraps, before anyone who was ever remotely related to the motorcycle business floods the airport-sized halls. All it takes to gain entrance is a business card (or someone else's) and you, along with your extended family, are through. I will never again complain about waiting impatiently for one oblivious dork in a loud Hawaiian shirt to get out of the picture I'm trying to take, to save me an hour on Photoshop airbrushing the offending obstacle out of the image. On public days at the EICMA, you're lucky if you even catch a glimpse of the bikes. If you've ever experienced the Tokyo Metro during rush hour, you'll have a rough idea of the density of this crowd.

Given the volume of visitors, the security, or rather the lack of it, was equally alarming. That same week, ISIS had issued warnings of attacks in Rome and Milan, and yet I was able to stroll through the entry points unchecked, despite carrying a bulging rucksack. It's a sad reflection of our times that any large gathering will attract those bent on mass carnage in the name of whatever cause, and they aren't fussy about the venue. Motorcycle shows have so far been off the radar, although security agencies worldwide seem more focused on preventing a repeat of earlier attacks than in predicting the next one. Terrorists think more laterally, so EICMA visitors

were fortunate that they apparently aren't motorcycle enthusiasts.

Once inside, it's a full kilometre for most visitors entering by the East Gate to the relevant area. Multiple halls full of textile and knitting equipment along the way caused worried looks on many attendees, who wondered if maybe they'd got the wrong week. But the EICMA is worth the footwork. When you finally arrive at your destination, it's a motorcyclist's paradise - providing you don't have an aversion to being jostled. I was still in a reverie, induced by a 14-hour flight and a 9-hour time difference, when the moving walkway suddenly spat me out into the path of the familiar polished cranium of MV Agusta's design director Adrian Morton. The prerequisite salutations duly delivered, there was something he just had to show me - did I have a minute?

Instead of being shown his latest creation of 'Motorcycle Art' as expected, I was dragged instead to contemplate an electric scooter on the Gogoro stand. No, I'd never heard of the company either. Despite the product-design look shared with many would-be hip scooters, the 'Smartscooter' is, I have to admit, a pretty neat concept, with impeccable execution and finish. The whole front bodywork is held in place by magnets, and can be removed with one suction pad, with not a screw or bolt in sight. Best still is



Yes please daddy! Everyone had to feel the one-off soft-touch paintwork on the Thruxton R Icon.





Honda's boxy ADV concept mixes scrambler and scooter attributes.



The Benelli Tornado 302 looks more like a one-litre machine.

the replaceable battery system, two of which fit into receptacles under the seat. Regular readers might recall I proposed precisely such a system a while back ('Current Limitations', January 2013). The batteries slot in any way round, it doesn't matter. Once depleted, they can be slipped into a recharging unit, from which they pop up when ready like an automatic toaster. Cool.

Co-founder and CEO Horace Luke was previously leader of ideation and brand development at Microsoft, where he was responsible for the original Xbox among other products. While looking disturbingly like Morton's double with Asian overtones, Luke oozes enthusiasm for every aspect of his baby, right down to the adjustable backlight colour on the instruments, and the imaginative manufacturing method he devised for the mirrors. His level of energy is exhausting for we mere mortals. Luke is clearly an out-of-the-box (Xbox?) thinker, which shows in every aspect of both the product and the company. Expect to hear more from Gogoro in the years to come, and to see further and larger products employing the same modular battery concept.



Different frontal look for the new MV Brutale.

Scramblers were much in mode at Milan, be that the knobby-tired BMW R nineT variant, the Benelli Leoncino (Lion Cub), or a multitude of one-offs like the Honda CB SIX50 or the dealer-modified production bikes on the Harley-Davidson stand. The BMW is a logical development of the original R nineT, and comes with a bewildering array of accessories with which to customise your new steed. That said, free handouts of the full Touratech catalogue, which were larger than the New York telephone directory, were being politely declined by many visitors purely on weight



400hp and in-your-face styling with the V8-powered Aurora

grounds. Off-road individualism is clearly a booming industry.

There were also some nicely turned out small-bore bikes, giving a distinct nod to the developing markets, where cost, traffic density and inside leg measurements favour the smaller two-wheelers. Here 250cc is still considered a big bike. BMW launched the snazzy G310, which will be built in India by TVS, while Benelli's Tornado 302 managed to look like a one-litre supersports machine. With a reported weight of 180kg. (whether wet or dry isn't clarified) it sure weighs in like one, so the 36hp twin will



While many scramblers keep to a traditional look, Honda's CB SIX50 concept explored a more innovative direction.



Crowd density was at its highest for the Ducati XDiavel.





Some dealer-modified Harleys also took up the scrambler theme



Benelli Leoncino was nicely done, and tapping into Ducati Scrambler territory



Scramblers were everywhere - although the quality of design was variable



Very attractive - the BMW G 310 R

need to work hard to achieve its claimed top speed of 170 km/h.

There were some distinctly curious trike studies on show, including a couple of electric design exercises from a Chinese company calling itself 'Dooohan' for no adequately explained reason. While these looked rather like final-year student projects, Yamaha's MWT-9 concept 3-wheeler certainly represented a large investment in time and funding. It also looked heavy, unnecessarily complex and downright ugly. Yamaha claim the twin front wheels allow it to corner faster and safer than a two-wheeler, but even so, it seems an extreme way to achieve it.

If one thing stood out at the 2015 EICMA, it was headlight design. At last, motorcycle manufacturers seem to be adopting new technology, although most of the circular lamps (MV Brutale, Husqvarna 701 concept, Honda CB4 Concept...) seemed unnecessarily large, and the peripheral running lights meant they bore an unfortunate resemblance to a shaving mirror when illuminated. As unit prices come down, expect to see more imaginative, and hopefully smaller, headlamps coming to a dealer near you very soon.

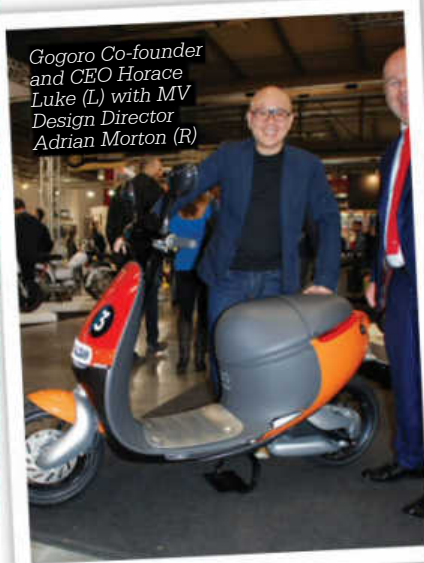
In past years, I used to hold a 'Best of Show' vote on Designers' Night, when association members met after press day to see how much beer they could consume before falling over. Those events have pretty much fizzled out now,

and managing the various design award categories was starting to generate more trouble than joy. But 'Best of Show' was nicely simple, spontaneous and to the point.

The 2015 EICMA vote would no doubt have been hotly debated, although for me, despite a plethora of worthy candidates, the bike I would have chosen on a purely want-to-own-it basis was the Triumph Thruxton Icon R. The new Bonneville's are a big improvement over the outgoing model, and now look the part - enough for Triumph to display a real 1960s model alongside the 2016 model over the main desk. The awkward kink in the exhaust is now gone, although I still have an issue with the 17" rear rim, which makes the bike look long and wrongly proportioned - which it

otherwise isn't. In that respect, Kawasaki's W800 ironically still looks more authentic. And if the Made-in-Japan aspect renders it fake for many, I should point out that all the new Bonneville's will be built in Thailand.

Unlike the basic Bonnie, the Thruxton features 17" rims back and front, which despite the tendency to elongate the bike even further, actually looks right. That's thanks to the stubby seat, which visually reduces the rear overhang. With the upside-down forks, which give the bike a beefier look, the new Thruxton is a nicely balanced mix of neo and retro, the larger 1200cc engine adding to the machismo appeal. The Icon R features a one-off soft-touch paint job by UK-based 8Ball Custom Paintworks that everyone at the show just had to finger first-hand. The colouring is an imaginative progression on the staid British racing green, while the carefully localised orange highlights give a modern contrast that lifts the whole bike. Other than the colour, the parts are all available through Triumph. The gold forks could be toned down a tad, but otherwise I'll take one just like that please. It would go down a treat at the next Distinguished Gentleman's Ride... ■



Gogoro Co-founder and CEO Horace Luke (L) with MV Design Director Adrian Morton (R)



New Scrambler is a logical derivative of BMW's R nineT





As used by Superbike Rider Ben Henry.

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# HEAVY METAL

Almost sixty years since it first appeared,  
the 883 Sportster still continues to roll  
off the production line...

*Feature and photos - Miles Rangeley*







It was back in 1952 Harley-Davidson first released a lightweight motorcycle in the guise of the K-Model. If anything, they were responding to the invasion of British twins into the American market. The only problem with the K-Model though was it still featured a sidevalve motor, much like the WLs of the day. Five years later in 1957, H-D stepped it up and replaced the K-Model with a bike that would truly possess the ability to take on the influx of British machines. It was lighter and much nimbler compared to the K-Model and the big FL models of the time. It was the XL Sportster, a quad cam Overhead valve engine with 883cc displacement and a foot change four-speed gearbox.

Although the XL quickly proved to be too heavy as the barrels and heads were made from Cast Iron, unlike the bikes it was trying to compete against. That was of course until the XLCH Sportster was designed, a beast that would trounce the Brits. This was followed by an increase in displacement of the Sportster engine in



## ROAD TEST

HARLEY-DAVIDSON  
883 IRON SPORTSTER

1972, now coming in at 1000cc and losing its kickstarter. This was a much better motorcycle, and would take H-D through until the mid-eighties when the EVO Sportster was released, with a return to the original displacement of 883cc, which was quickly followed by the 1100cc and 1200cc model a year later.

Over the years, the Sportster was made famous thanks to people like Elvis Presley, who was photographed on a K-Model for the cover of H-D's rider magazine 'The Enthusiast'. It was also the bike of choice for Evel Knievel (XR750) and all his amazing stunts, and believe it or not, the Sportster was the first ever Harley to feature rear suspension.

Well, now as part of the 2016 Dark Custom range, the 883 Iron has made a welcomed return, receiving some integral

upgrades in the process. The main changes are to the chassis, which now gains gaitered cartridge forks and rear shocks with progressively wound springs. And in a change for H-D, they've actually supplied the wrench needed to adjust the shocks, which lives under the seat. (So does that qualify has a Harley tool kit)? It also now wears a classy pair of nine-spoke alloy wheels - 19-inch at the front and 16-inch at the rear - new rolled leather seat and a new set of pipes. The brakes remain unchanged with the single front and rear disc offering adequate stopping power, with the inclusion of ABS now as standard.

Surprisingly the little 883 goes much better than most would think, and although it's only pumping out about 50bhp and weighs a considerable 256kg, straight-line

speed won't disappoint most riders, especially those who maybe stepping up from a H-D Street or another LAM. It also handles much better now with the new suspension, and it won't rattle your brain out of your skull like some of the earlier model Sportsters I've tested in the past. The little 12.5-litre peanut tank will see you travel just over 150km before you'll need a fuel stop, which isn't ideal if you plan to ride long distances, but that's not what the 883 was designed for, it's more suited for tearing around town and negotiating city traffic.







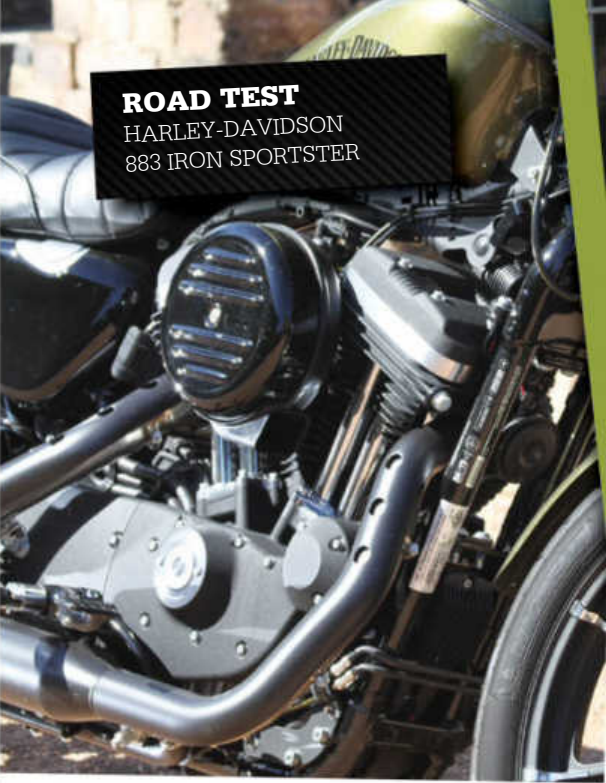
**AS PART OF THE 2016 DARK CUSTOM RANGE, THE 883 IRON HAS MADE A WELCOMED RETURN, RECEIVING SOME INTEGRAL UPGRADES IN THE PROCESS...**





## ROAD TEST

HARLEY-DAVIDSON  
883 IRON SPORTSTER



## IRON 883

If you plan to see Australia on a Harley-Davidson, that's where the Rushmore range comes in. But if you're looking for something simple and basic to ride, a motorcycle perfect for urban use, and still want that traditional air-cooled Harley-Davidson, the 883 Iron is undoubtedly a great option. Available in Hard Candy Gold Flake, Black Denim, Charcoal Denim and our test model, Olive Gold, the variety of options allow you to make a personal choice, which can be

further enhanced by the abundance of accessories available.

It may not have been part of H-D's plans to be still building Sportsters into the new millennia and beyond, but when demand is still high, it really is a no-brainer. And what about those British machines the Sportster was originally built to compete against? They have long since come and gone, yet nearly sixty years later, the little 883 continues to roll off the production line... ■



### ENGINE TYPE

Air-cooled 45-degree V-twin

### VALVE ARRANGEMENT

pushrod, two valves

### DISPLACEMENT

883cc

### BORE X STROKE

76.2 x 96.8mm

### COMPRESSION RATIO

9:1

### MAXIMUM POWER

Not disclosed

### MAXIMUM TORQUE

71N.m @ 3750rpm

### CARBURATION

Electronic fuel-injection

### CLUTCH

Wet multiplate

### TRANSMISSION

5-speed gearbox, toothed belt final drive

### FRONT SUSPENSION

Telescopic

### REAR SUSPENSION

Twin shocks, adjustable preload

### FRONT BRAKE

Twin-piston caliper, 292mm disc with ABS

### REAR BRAKE

Twin-piston caliper, 292mm disc with ABS

### FRONT WHEEL

19 in cast aluminium

### REAR WHEEL

16 in cast aluminium

### FRONT TYRE

100/90 x 19in Michelin Scorchers

### REAR TYRE

150/80 x 16in Michelin Scorchers

### RAKE/TRAIL

26 degrees/117mm

### WHEELBASE

1515mm

### SEAT HEIGHT

775mm

### FUEL CAPACITY

12.5 litres

### WET WEIGHT

256kg



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**SPECIAL FEATURE**  
BARBER MUSEUM

# EARLY DAYS



On this trip to the museum, it's time to look at early US motorcycles...

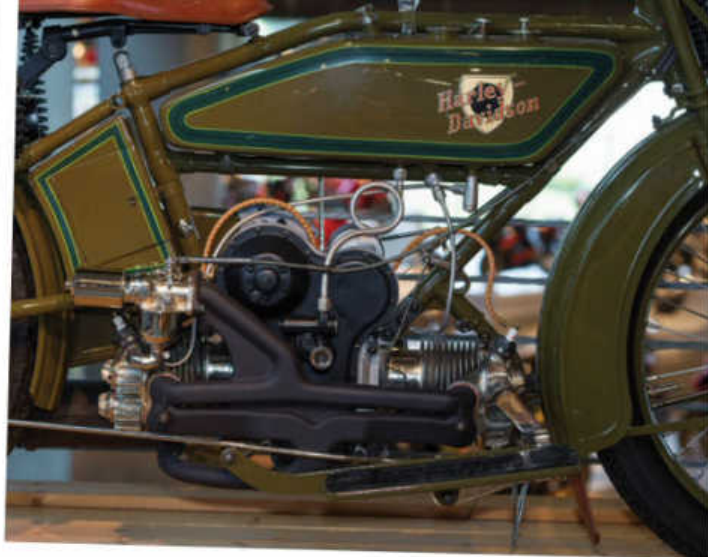
*Feature by Phil Aynsley*







In 1933 Albert Crocker and Paul Bigsby designed this 500cc speedway bike.



Unique in Harley Davidson's history is the W Sport Twin. Developed in 1919 the 584cc longitudinally mounted flat twin made 6hp

L to R: A 1912 Wagner 4-12. A 1911 Excelsior Autocycle and the 1910 Sears Autocycle



**B**ig, really big! Not to mention impressive, gob-smacking and pretty damn amazing. Those first impressions are only reinforced after hours spent wandering through five levels and 7,500 square meters of what is officially the world's biggest motorcycle museum. The collection has over 1300 bikes, with about 700 of those on display at any one time, so chances are you'll find more than the odd machine of interest! Bikes are rotated at the rate of 8-10 per month so the display is constantly, if slowly, changing. The world's largest collection of Lotus race cars can also be found here if your tastes run in that direction.

George Barber successfully raced Porsches in the '60s and '70s before taking over the family dairy business and expanding into real estate. Race cars ended up being restored alongside

milk trucks before he turned to collecting motorcycles in the '80s. Things snowballed from there until the present museum (designed by George) was opened in 2003. It is located on the outskirts of Leeds, 27km east of Birmingham, Alabama USA and overlooks the adjacent 3.8km racetrack that was also constructed as part of the 300ha complex. Their Vintage Days Festival, held in October, attracts more than 70,000 people over the weekend.

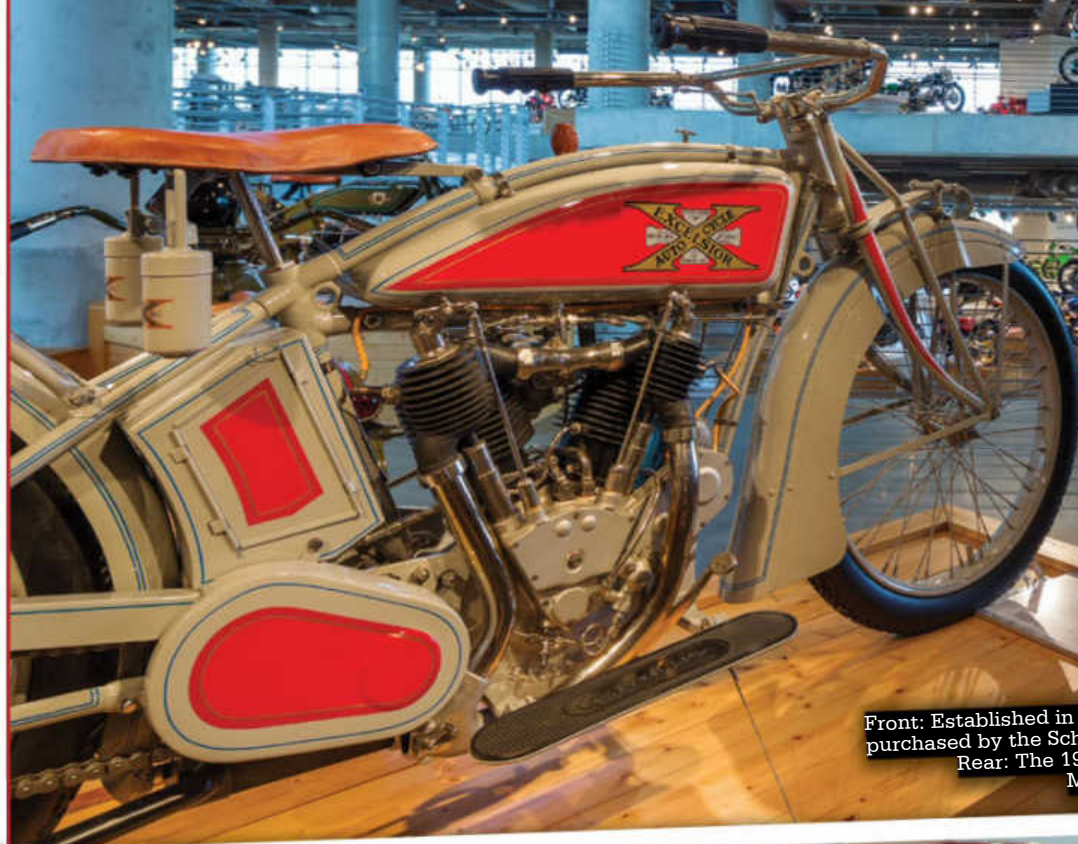
The basement level is also home to the restoration workshops which aren't open to the public but can be viewed from the spiraling central concrete ramp that forms the spine of the museum.

In this particular feature, we concentrate our attention to early US motorcycles. And what a history there was on display... ■





**SPECIAL FEATURE**  
BARBER MUSEUM



Front: Established in Chicago in 1907, Excelsior was purchased by the Schwinn bicycle company in 1912.  
Rear: The 1911 Flanders 4 was the Pontiac, Michigan company's first design

The 1909 Pierce Four was the first four cylinder motorcycle made in the US



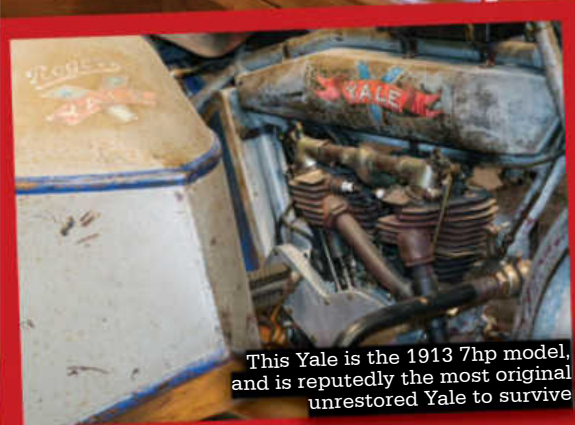




All the display backgrounds are designed and constructed on site

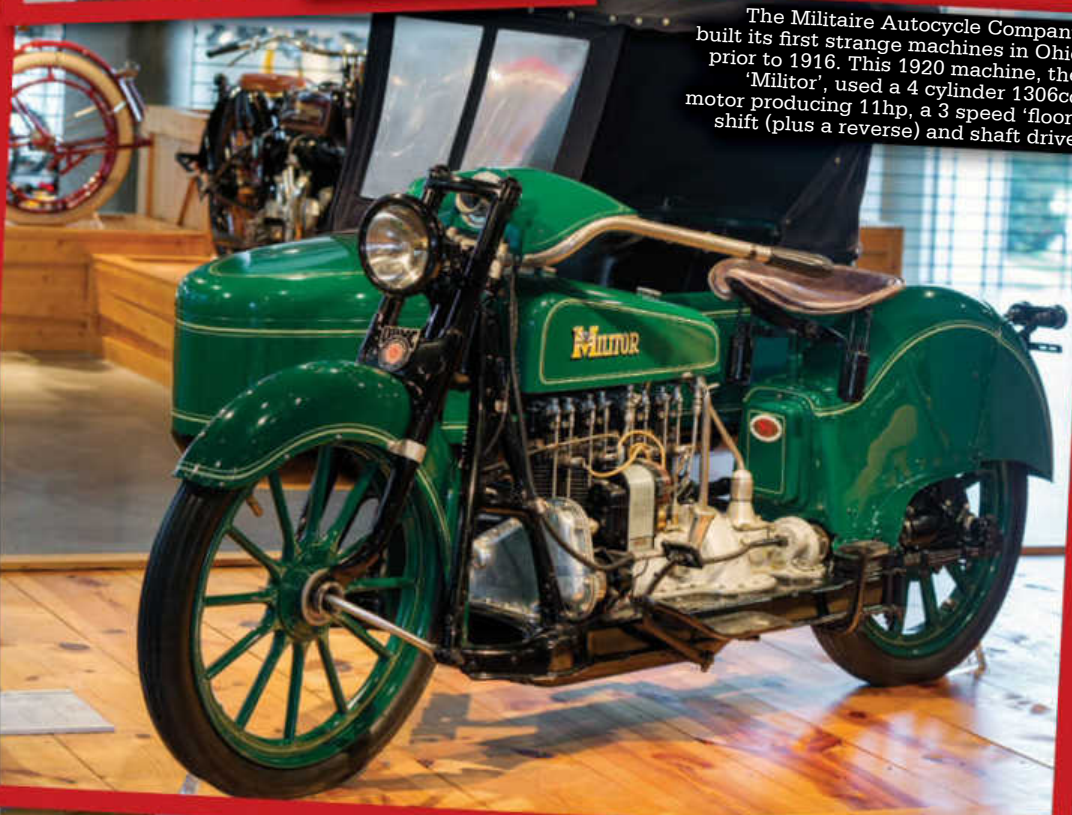


A fantastic array of board track racers are on display



This Yale is the 1913 7hp model, and is reputedly the most original unrestored Yale to survive

The Militaire Autocycle Company built its first strange machines in Ohio prior to 1916. This 1920 machine, the 'Militor', used a 4 cylinder 1306cc motor producing 11hp, a 3 speed 'floor' shift (plus a reverse) and shaft drive



This 1913 Flying Merkel Model 71 (or 471) is in excellent unrestored condition. Merkel's were renowned for their excellent ride, due to the use of both front and rear suspension



**SPECIAL FEATURE**  
BARBER MUSEUM



The first product of the Buffalo, NY based Motor Bicycle and Equipment Supply Company was the Mesco attachment for bicycles. It had a choice of friction or belt drive from the 1.75hp motor

The very first Indian motorcycle was the 1901 Single, known as the 'camel-back' due to its curvaceous fuel tank mounted over the rear wheel. This is a 1905 manufactured example







In original, after race condition, this 1912 Indian is lovely to behold. It is also in full running order!

1915 Harley-Davidson board track racer. This is one of the few factory racers built. It used an inlet over exhaust valve arrangement, known as a "pocket valve" motor



**THE BASEMENT LEVEL IS ALSO HOME TO THE RESTORATION WORKSHOPS WHICH AREN'T OPEN TO THE PUBLIC BUT CAN BE VIEWED FROM THE SPIRALING CENTRAL CONCRETE RAMP THAT FORMS THE SPINE OF THE MUSEUM**

The H-D 8-valve board track racer was an extremely advanced design for the time. First built in 1916 they were campaigned until 1928 with great success





**BIKE LAUNCH**

Husqvarna 701 Enduro & Supermoto

# ADVENTURE BRED

Husqvarna have quite a deliberate plan for the future, and the 701 Enduro and Supermoto are just a taste of what's to come...

*Feature by Roland Brown  
Photos by Marco Campelli and Sebas Romero*





**O**n just about any other bike I'd have turned back immediately. Peering down what seemed like an impossibly steep, muddy slope, just minutes into the off-road section of a 701 Enduro launch ride that had been diverted by a flooded section of road, this was an extreme introduction to the reborn marque's dual-purpose single.

Husqvarna's lead rider had made the drop look simple. After him, an off-road journo (and occasional racer) had made it down after some contemplation, but the next rider had joined the rest of our group in opting for an easier alternative route. After taking a deep breath I tipped the Husky over the precipice, dropping fast but reaching the bottom upright... until the skinny 21-inch front tyre hit a rut and I was flicked over the bars, thankfully with no damage to bike or rider.

So the 701 Enduro won't always save its rider when enthusiasm exceeds ability, but there aren't many street-legal bikes that would do as good a job of making the impassable seem at least possible. One that would is KTM's 690 Enduro R, from which the 701 Enduro has been developed, following Husqvarna's takeover by KTM in January 2013.

The formerly Swedish (and more recently Italian-based) marque's machines are now assembled in Mattighofen on

the same production lines as KTMs, and at the moment are very closely linked in what's essentially an exercise in badge engineering. The Enduro models share most parts, while Husky's 701 Supermoto is similarly indebted to the 690 SMC R for components including the 690cc, dohc liquid-cooled engine and tubular steel frame that are used by all four models.

Husqvarna has big plans, however, including developing dedicated models of its own, and becoming Europe's third biggest manufacturer by 2020. The group's boss Stefan Pierer aims to give Husqvarna a slightly softer image to hard-core KTM, so its dual-purpose and adventure bikes will focus slightly more on comfort and all-round ability than pure performance.

The 701 Enduro begins that process, because its changes from the Enduro R – apart from new bodywork in Husky's traditional white/yellow/navy instead of orange – are aimed at making it subtly more rider-friendly. Its WP suspension is different, gives an extra 25mm of travel that takes the total to 275mm at each end, and uses a more progressive rising-rate link on the rear. Steering lock is more generous; the rear-mounted fuel tank holds an extra litre (at 13 litres); and there's a new fuel map designed for smoother throttle response.





## BIKE LAUNCH

Husqvarna 701 Enduro & Supermoto



Having ridden the 690 Enduro R on its launch last year I wasn't surprised to find the 701 feeling very similar and hugely competent off-road – at least once I'd picked it up following my spill, and straightened the forks in the yokes. With an identical seat height of 910mm it's very tall, but the long-travel suspension sinks to a more manageable level once you're on board. Shorter riders will still struggle but at 145kg the Enduro is so light that it's very manoeuvrable once under way.

I won't claim to have noticed an improved throttle response but the ride-by-wire system was very accurate, contributing to a rider-friendly character both on- and off-road. On dirt tracks that were frequently wet and rutted following two days' torrential rain, the 67bhp single pulled easily almost from idle and found traction with the aid of Conti TKC80 tyres (tubed, on DID wire-spoked wheels), making the

rest of the off-road route lots of fun.

That lanky suspension was superb, floating over bumps and soaking up big potholes as though they were barely there. Fork-top damping clickers help make it very easily adjustable, but it felt so good that I didn't need to bother. The Brembo brakes were excellent too, and the Bosch ABS system worked so well off-road that for all but expert riders it would be worth having (but it can be turned off or switched to work only on the front disc if preferred).

The Enduro also coped fine with the road sections, although inevitably it didn't shine in the same way. It accelerated strongly enough, cruised happily at 120km/h, and rumbled up to 160km/h when asked. But it passed on some typical big-single vibration at those speeds, despite the eight-valve unit's balancer shaft, not helped by its short gearing or by its chassis' thin seat or metal footrests. The long-travel suspension felt

slightly vague at times and the dirt-friendly tyres possibly contributed to the vibration as well as the occasionally squirmy cornering feel.

Those vibes meant the mirrors were too blurry to be much use at most speeds. The Enduro is not the most luxuriously equipped of bikes, having basic switchgear and a small instrument panel that doesn't include a tachometer, and makes do with a low-fuel light rather than a gauge. There are plenty of longer-legged, more comfortable and faster alternatives for similar money, if what you want is an adventure bike for mainly roadgoing use.

But for riders who would use the 701's off-road ability there's not much apart from the 690 Enduro that comes close. The Husky scores over its close relation with its extra litre of gas giving a slight increase in range to about 250km; the firm is developing an accessory tank that





**THAT LANKY  
SUSPENSION WAS SUPERB,  
FLOATING OVER BUMPS AND  
SOAKING UP BIG POTHOLES  
AS THOUGH THEY WERE  
BARELY THERE...**





## BIKE LAUNCH

Husqvarna 701 Enduro & Supermoto



would add seven litres and boost range to around 400km. There will also be an accessory screen that would improve its long-haul ability.

In some markets it's slightly more expensive than its KTM twin but some riders are likely to regard that as worthwhile, for its fresh styling and image as much as any difference in performance. If you're looking for a dual-purpose single for serious off-road riding, it's got to be a contender.

### 701 SUPERMOTO

The Supermoto half of the launch included a wheelie competition (won by spectacularly out-of-control rider who scraped his number-plate while just avoiding a flip) plus some laps of a damp kart-track, so there's no danger that Husqvarna has gone soft.

The sporty 690cc single was big fun on the track, pulling hard and very controllably out of the slippery turns, and cutting through the many tight bends with its 17-inch Continental Attack SM tyres finding improbable amounts of grip.

But it was at a slightly less hectic pace on the road that the Supermoto impressed most. On the mostly twisty route from the launch base hotel to the track (in the grounds of the Portimao GP circuit) the Husky was quick and easy to ride, its flexible motor pulling hard through the midrange, and its wide one-piece bar and light weight (at 145kg without fuel it's a kilo heavier than the SMC R) making it fantastically easy to flick into turns, regardless of whether I'd braked hard enough to compress the forks.

And it even coped with a stretch of motorway on the way back, rumbling up to

an indicated 180km/h on its small instrument panel, and more to the point feeling slightly smoother than I recall the 690 SMC R doing on its launch last year. Rubber-mounted handlebars and the footrests' rubber inserts doubtless helped on that score, though the former don't prevent the mirrors from blurring uselessly at most speeds.

Suspension played its part too. The WP forks and shock have a generous 215mm front and 250mm rear travel (same as the SMC R) which gave predictably good ride quality. On a twisty road you might expect lots of pitching under braking and acceleration, but damping control was excellent and the Husky stayed very composed, despite the fact that its ABS-equipped Brembo front stopper hauled it down with impressive force, even in the damp.

Of course a supermoto single was not the ideal type of bike for motorway travel, especially when a rain shower emphasised the lack of wind protection and bolt-upright riding position. But if the long seat (almost identical to the SMC R's, apart from colour) was high for short riders, at 890mm, it was also reasonably comfortable. And although the one-litre fuel capacity increase is not dramatic it does make the 701 slightly more practical.

It would take a back-to-back test to determine whether the 701 Supermoto is noticeably different to the similarly priced SMC R. I suspect that in many situations they'd be hard to tell apart, but that's no real drawback. Reborn Husky's first pure streetbike doesn't score highly on originality, but for fun factor at relatively sane speeds it's a stylish and high-quality alternative.





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## BIKE LAUNCH

Husqvarna 701 Enduro & Supermoto

### JUSTIN MAXWELL, HUSQVARNA PRODUCT MANAGER

"Our positioning with Husqvarna is a bit different to KTM. We're aiming more for the general, everyday rider, with a bit more comfort rather than trying to push things as hard as possible. An orange bike is very aggressive. Ours is more about the journey, how the bike gets you there. Still very capable but more subtle.

"The goal for Husqvarna is by 2020 to be the third biggest sport motorcycle manufacturer [behind KTM and BMW]. To be ahead of Ducati and Triumph means producing over 50,000 bikes. This year our goal is 25,000 but we're growing exponentially so we should hopefully get there.

"We have an elaborate off-road range but the growth will come from street models; creating new models in every different sector in the street market. They will often have the same foundations as KTMs but they'll also differ quite drastically. Frames and engines might be the same but seating positions will be very different. We'll use Kiska for the design, because we're happy with the way they differentiate between the brands.

"Once we can get the models developed we'll have a large range of capacities – hopefully all the way to 1290cc although we don't have anything in the works now, we're still starting at the bottom. I don't know the timescale because we have lot on our plate. The guys in R&D don't like us at moment because we want everything done yesterday. Next year the big update will be a new enduro; that's the focus for 2016. We'll be introducing full streetbikes in 2017."

## HUSQVARNA 701 SUPERMOTO [701 ENDURO]

### ENGINE TYPE

Liquid-cooled single

### VALVE ARRANGEMENT

DOHC, four valves

### DISPLACEMENT

690cc

### BORE X STROKE

102 x 84.5mm

### COMPRESSION RATIO

12.6:1

### CARBURATION

Keihin injection with ride-by-wire

### MAXIMUM POWER

67bhp @ 7500rpm

### MAXIMUM TORQUE

68N.m @ 6000rpm

### CLUTCH

Wet multiplate slipper

### TRANSMISSION

6-speed

### FRONT SUSPENSION

48mm WP inverted telescopic, adjustment for preload, compression & rebound damping, 215mm [275mm] travel

### REAR SUSPENSION

One WP damper, adjustment for preload, compression & rebound damping, 250mm [275mm] wheel travel

### FRONT BRAKE

Four-piston Brembo radial caliper, 320mm disc [twin-piston Brembo caliper, 300mm disc]

### REAR BRAKE

Single-piston Brembo caliper, 240mm disc

### FRONT WHEEL

3.50 x 17in wire spoked [1.85 x 21in wire spoked]

### REAR WHEEL

5.00 x 17in wire spoked [2.50 x 18in wire spoked]

### FRONT TYRE

120/70 x 17in ContiAttack SM [90/90 x 21in Conti TKC80]

### REAR TYRE

160/60 x 17in ContiAttack SM [140/80 x 18in Conti TKC80]

### WHEELBASE

1480mm [1504mm]

### SEAT HEIGHT

890mm [910mm]

### FUEL CAPACITY

13 litres

### WEIGHT

145kg (with oil, no fuel)

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## ROAD TEST

Indian Chief Dark Horse



**RUN TO**

# **THE HILLS**

*Feature by Miles Rangeley*

With its dark, black and sinister appearance, it seems the Dark Horse has been aptly named...





**T**he resurgence of the Indian motorcycle company continues to thrive with the release of their latest offering in the Chief family, the Chief Dark Horse.

After already testing the entire range since their release, the Dark Horse was one model I was looking forward to riding. With footboards and a laid back riding stance, it seemed like it would suit for a long distance trip, which is why I cleared up a couple of days on my busy schedule and ran to the hills.

The Dark Horse features the successful and reliable Thunderstroke 111 engine that was introduced to the world in

2013, before being rolled out in their first model release in 2016 when Indian launched their Chief motorcycles. The big difference between the Dark Horse and its more expensive older sibling is the matt black finish. Gone is the bright and shiny chrome of the Chief and Chieftain engines, now being sprayed out in matt black with only a few chrome highlights on the engine including the derby clover, pushrod tubes and the points cover on the cam cover. Even the console on the tank is blacked out along with the 'war-bonnet' on the front fender! The exhaust is still chromed as are the fender struts at the rear and the



## ROAD TEST

Indian Chief Dark Horse



front fender accents to achieve a little contrast, but it has been predominately blacked out, another feature of the Dark Horse what will attract potential customers who like that particular look.

For 2016 the Chief range of motorcycles, including the Dark Horse, now have the absence of an oil cooler, which may prove to a mistake, especially considering these engines were originally designed to feature one. Naturally, they are available from Indian Motorcycle as an accessory.

The single rider's seat is made of synthetic material while the laced spoked wheels have also been replaced with cast alloy items, making them lighter. All these slight modifications help towards stripping 13kg of weight from the bike, which as we know simply equates to more horsepower!

The 16" Black Ape Hangers elevate the lines of the Dark Horse making it

look a little more aggressive, and the reach to the bars is quite comfortable, good for lane filtering too.

Testing the Dark Horse for just over a week enabled me to not only escape the city smoke for a couple of days, but to also ride it around town and amongst the traffic. Of course once up and rolling you can still feel it carries a bit of weight, but it's more than comfortable and handles a lot better than you might think. Ground clearance isn't too bad, although when you do start cranking in hard, you'll notice the footboards are the first to scrape, but it's just a matter of slightly changing your lean into the corner and it doesn't present any major issues. And when it comes to usable power, there's plenty on tap with the Dark Horse producing peak torque of 119.2ft-lbs and 138.9Nm at 3,000rpm, which is about the average figures for a V-twin.





**WHEN IT COMES TO  
COLOUR, THE CHIEF  
DARK HORSE ONLY  
COMES IN WHAT  
INDIAN REFER  
TO AS THUNDER  
BLACK SMOKE**





## ROAD TEST

Indian Chief Dark Horse



The instrumentation is well designed and easy to decipher at a quick glance, featuring a tank mounted electronic speedometer with dual tripmeters, a digital tachometer along with all the other information provided that comes in handy while clocking up the miles like fuel range, average fuel economy, battery voltage etc. It also comes fitted with Cruise Control as standard, which is another integral feature on a cruiser like this, and is quite simple to operate.

When it comes to colour, the Chief Dark Horse only comes in what Indian refer to as Thunder

Black Smoke. There are also a wide range of accessories available from Indian Motorcycle including pillion seats and pegs, screens, and if you want you can even add a little more chrome, although this wouldn't be something I'd expect many new owners to do, especially considering most customers will be buying the Dark Horse for its bad, black and sinister look! And at only \$26,995 ride away, it is sure to prove popular amongst those who don't mind the odd country ride... ■

**THIS WOULDN'T BE SOMETHING I'D EXPECT MANY NEW OWNERS TO DO, ESPECIALLY CONSIDERING MOST CUSTOMERS WILL BE BUYING THE DARK HORSE FOR ITS BAD, BLACK AND SINISTER LOOK!**



## INDIAN CHIEF DARK HORSE

### DRY WEIGHT:

341kg / 357kg

### DISPLACEMENT:

111ci / 1811cc

### TRANSMISSION:

Final Drive 2.2 : 1

### FUEL SYSTEM:

Closed loop fuel injection / 54mm bore

### EXHAUST:

Split dual exhaust w/ cross-over

### COMPRESSION RATIO:

46mm

### BORE X STROKE:

101mm x 113mm

### ENGINE TYPE:

Thunder Stroke® 111

### REAR SUSPENSION:

Single Shock / 3.7 in (94 mm)

### FRONT SUSPENSION:

Telescopic Fork/4.7 in (119 mm)

### CLUTCH TYPE:

Wet, Multi-Plate

### REAR BRAKES:

Single / 300mm Floating Rotor / 2 Piston

Caliper with ABS

### FRONT BRAKES:

Dual / 300mm Floating Rotor / 4 Piston

Caliper with ABS

### WHEELS:

Cast 16" x 3.5" Front and 16" x 5" Rear

### REAR TYRES:

Dunlop® American Elite 180/65B16 81H

### FRONT TYRES:

Dunlop® Elite 3 130/90B16 73H

### WHEELBASE:

1730mm

### SEAT HEIGHT:

660mm

### RAKE/TRAIL:

29°

### OVERALL WIDTH:

1000mm

### OVERALL HEIGHT:

1176mm

### GROUND CLEARANCE:

140mm

### FUEL CAPACITY:

20.8 litres

### OVERALL LENGTH:

2630mm

### TRAIL:

155.0mm






INTRODUCING

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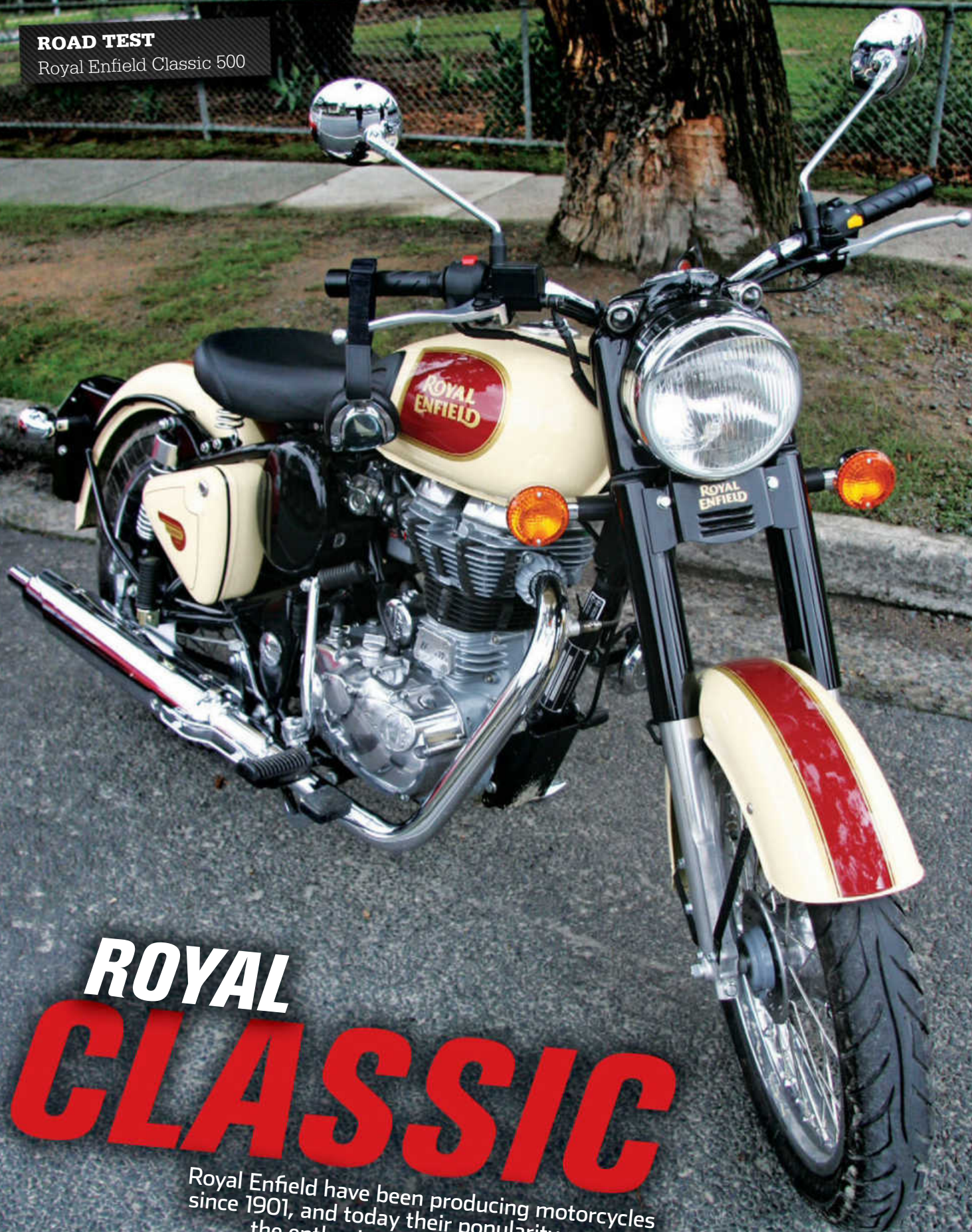
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## ROAD TEST

Royal Enfield Classic 500



# ROYAL CLASSIC

Royal Enfield have been producing motorcycles since 1901, and today their popularity amongst the enthusiasts remains just as strong...

*Feature by Steve Martin*



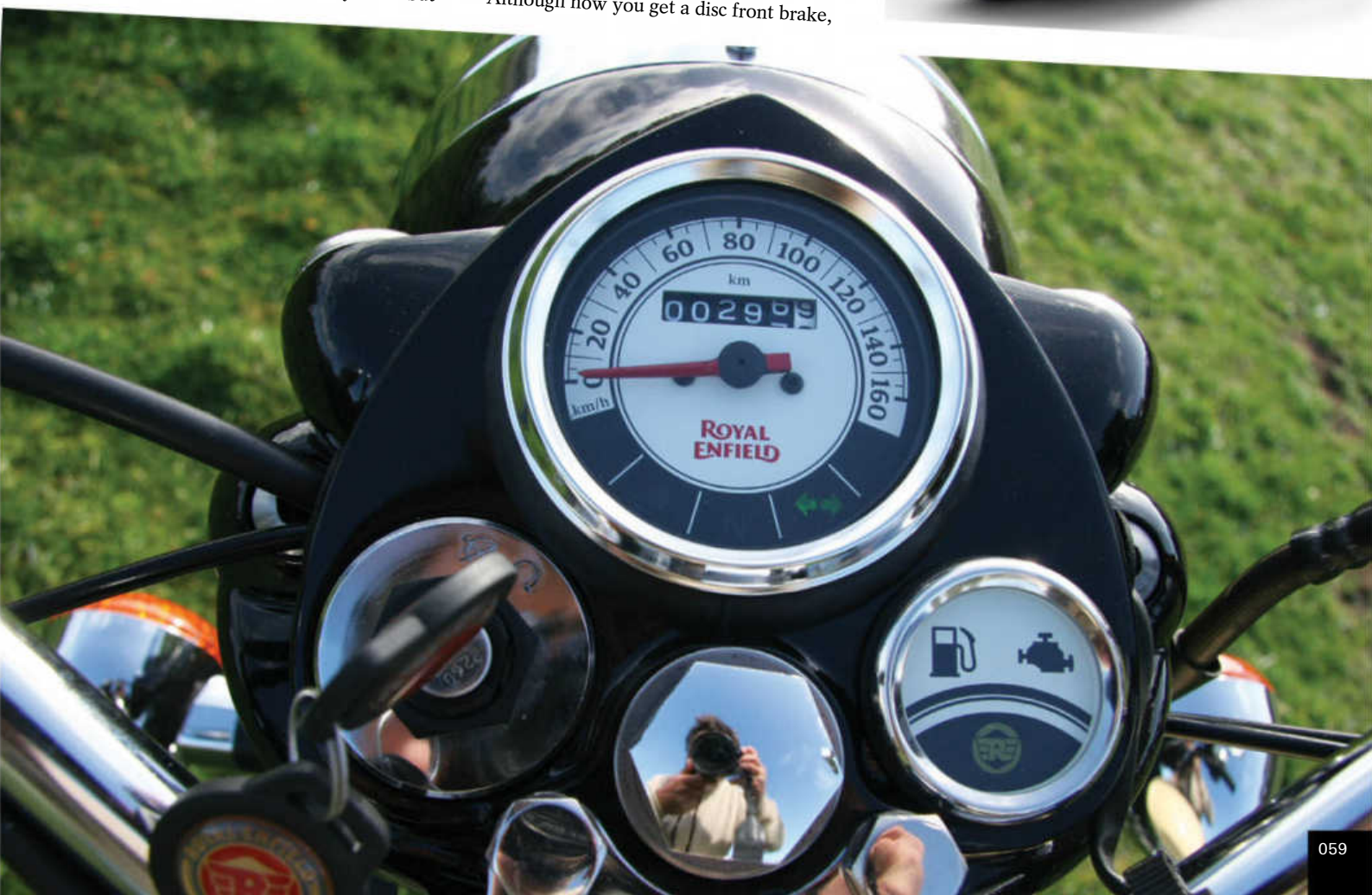
**T**he name Royal Enfield can be traced back to the 1800s. Like BSA, the company first manufactured small arms before manufacturing its first two wheeled bikes in 1901. In its heyday Enfield was one of the leading British motorcycle manufacturers and perhaps the one with the greatest foresight or maybe it was just luck. The company did its bit in World War II by producing the little airborne 125 that was shipped to the allies around the world and dropped from planes with its own accessory parachute to provide the necessary ground transportation to the troops. Perhaps the war was part of the reason that the Enfield name became a household name in the '40s and '50s. In the early '50s Enfield also started exporting to India, where an order for 800 bikes was supplied to the Indian army.

The bikes were rugged, reliable and cheap, which was just the type of machine a country like India needed. In fact, the demand grew so fast for Royal Enfield's that a deal was struck with the Indian importer to manufacture the machines there. While all this was going on back in England Enfield was having a battle with the Japanese. The British public were not after reliable or rugged any more but

something different and the Japanese factories were supplying technology way above the British standard of the time.

1970 saw the last British made Royal Enfield roll off the production line, but that didn't bother the Indians as they were pumping out masses of the motorcycle. It takes a week to produce a Royal Enfield now, and are all still completely handmade and road tested, but even so the massive factory pumps out one new Enfield every seventy seconds. That's a lot of motorcycles being manufactured, with the most popular being the rugged Bullet with such accessories as a wheel guard available to stop your wife's skirt getting caught in the wheel when you have her riding side saddle on the back because the rest of the family is on the front.

In Australia however I think the Classic is a more appealing machine to our market, and it's been receiving good sales success since its release. The Classic's roots can be traced back to the '50s and is one of the longest running models of all time. That's good news though as over the years tweaking and modernizing of the original machine has seen some valuable changes that make this bike what it is today. It's the resto mod of the bike world, and one that still has your friends thinking it's a perfectly restored machine. Although now you get a disc front brake,





## ROAD TEST

### Royal Enfield Classic 500

fuel injection and even an electric starter. There is still a kick starter if you feel so obliged, a centre stand as standard and a variety of colours which range from its army heritage through to the tan like on our particular test model.

Most bikes I test are aimed at a certain sector of the market with a marketing strategy, whether it be cruising, sports or even retro. When it comes to Royal Enfield though, I don't think they have a real strategy, they just make bikes. This of course got me thinking as to who it could be suited to? An absolute bike nut like myself in his or her midlife would probably get a real British bike as they require tinkering maintenance and a lot of prayer to keep them going. Although I think this bike is ideally suited to somebody into bikes who wants that cool classic look without the associated stress a real classic gives. On the flip side of the coin it would also suit an older rider who is heavily into bikes but is just struggling a little bit to start it or keep it regularly maintained.

With this in mind, I wanted to find out so I called my father in law who is in his

seventies and rides a BSA B31. I say he rides it but I haven't actually seen him on it too much lately as it's a pain to keep up the maintenance and the major part, you need to kick start it.

I invited Pete up for Coffee and told him to bring his gear, which he reluctantly did as he is old school and doesn't normally like to ride other people's machines. After I assured him it was okay, I showed him the bike and he was suitably impressed. The things he liked were the low seat height and the option for a pillion, as well the ability to remove the seat. The single seat Enfield makes throwing your leg over the machine extremely easy which is something to consider.

I let him go for half an hour, which ended up being a week. It turns out the Ulysses Club also had an interest as he took it on his Saturday afternoon jaunt. He normally takes the car nowadays, so big points to the Enfield. And not forgetting the younger generation, all the machines arriving in Australia are LAMS approved, so they are available to the learner market which makes great sense.

Well, that's enough about other people, it's time to form my own opinions. And as I also like old bikes and enjoy riding the British beasts of the fifties, I was really looking forward to throwing my leg over the modern Indian made Royal Enfield. Sitting on the bike I felt comfortable. Nothing untoward. For my first hit out I decided to go old school and kick the bike



The Classic 500 in Army Green







**THE CLASSIC'S  
ROOTS CAN BE  
TRACED BACK  
TO THE '50S AND  
IS ONE OF  
THE LONGEST  
RUNNING  
MODELS OF ALL  
TIME...**

*Desert Storm is one of the most popular*





## ROAD TEST

### Royal Enfield Classic 500

in to life rather than use the electric leg. The auto decompressor takes a lot of the guess work out of having to find top dead center so it wasn't long before I was on my way. The clutch is light to use and the bike engages easily in to gear. There is plenty of torque which means taking off from a standstill is a breeze. The gearbox is easy to use but I did detect a bit of clutch drag which made it difficult to find neutral while the bike was running and stopped at the lights.

Cruising along in traffic was a simple affair with the bikes suspension handling tram tracks and the city streets well. The power delivery is smooth thanks to the fuel injection which also meters the fuel more precisely. At no time did I think the bike was going to stop, stall or cause me problems taking off from the lights, which is a very important attribute. It's a bike that is dependable, as it always has been, and that dependability shines through to the user. The brakes work really well with a rear drum brake at the rear combined with a disc fitted to the front, which looks good but works only slightly better than a drum. I think a set of less durable pads might make all the difference giving more bite. The lack of Tacho never bothered me but it does mean you need to use your gut instinct to know when to change gears. It's a low revving beast and that's how you get the best out of it. It comes with Avon tyres which work very well and much better than the ribbed tyres that once would

have adorned a motorcycle like this. I get this motorcycle. Is it for me? Probably not as I would buy a genuine UK made Enfield if I was in the market because I am a nut. If I was older, younger or in to the Café scene, perhaps it could be the bike for me. Either way, it's a great little machine, and one that will prove to be very popular with bike enthusiasts old and young... ■



## 2015 ROYAL ENFIELD CLASSIC 500

### ENGINE TYPE:

Air-cooled, 2-valve, OHV single-cylinder r

### CAPACITY:

499cc

### BORE X STROKE:

84mm x 90 mm

### COMPRESSION RATIO:

8.5:1

### FUEL SYSTEM:

Electronic fuel injection

### PERFORMANCE

#### CLAIMED MAXIMUM POWER:

(20.3kW) at 5,250rpm

Claimed maximum torque:

41.3Nm at 4,000rpm

### TRANSMISSION

#### TYPE:

five-speed

#### CLUTCH:

Wet multi disc

#### FINAL DRIVE:

chain

### CHASSIS AND RUNNING GEAR

#### FRAME:

Tubular steel

#### FRONT SUSPENSION:

telescopic

#### REAR SUSPENSION:

gas filled dual shock

#### FRONT BRAKES:

Single 280mm discs with four-piston calipers

#### REAR BRAKE:

152mm drum rear

#### TYRES:

120/70-17 front, 180/55-17 rear

### DIMENSIONS AND CAPACITIES

Claimed weight with all fluids except fuel:

187kg

#### HEIGHT:

1050mm

#### WHEELBASE:

1370mm

#### FUEL CAPACITY:

13.5 litres

### OTHER STUFF

#### PRICE:

\$8,100 Standard spec,

#### COLOURS:

Tan , Chrome, Battle Green , Desert Storm

#### BIKE SUPPLIED BY:

Urban Moto Imports , ROYALENFIELD.COM

The Classic in Blue looks classy



It stands out in Red Chrome



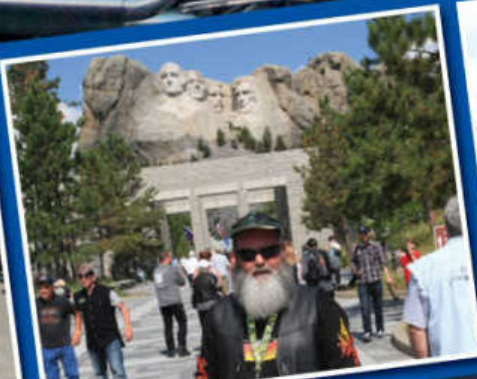


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**BIKE LAUNCH**  
**KAWASAKI ZX-10R**







# RAZOR'S

# EDGE

Magoo heads to Wakefield Raceway to test the new Kawasaki ZX-10R...with very impressive results!

*Feature by Kevin Magee Photos by Keith Muir*

Since the Kawasaki Ninja ZX-10R first screamed on to Australian roads back in 2004, effectively replacing the ZX-9R, it has always been a top performer in its class. Although with rival manufacturers like Yamaha releasing the YZF-R1 a year ago, the battle for supremacy in the one-litre class became much more competitive, and it seems Kawasaki were starting to fall behind. Of course if this was truly the case, it could be forgiven that the ZX-10R had been overlooked due to the development and release of the all new H2 last year. Well, it couldn't be further from the truth, clearly illustrated with the unveiling of the 2016 Ninja ZX-10R!

This year is going to see Kawasaki attempt to hang on to their WSBK Championship, with Current World Superbike Champion Jonathon Rea going for back to back titles or Tom Sykes with a chance to win his second title after his victory in 2013. Believe it or not, that when Tom Sykes won three years ago, it was Kawasaki's first WSBK Championship since Scott Russell in 1993. If they were to win this year, it would be the Green Meanies third world title in four years, a great comeback after being winless for 20 years.

I think the path for the various upgrades began early when the head of development for the new Kawasaki ZX-10R Yoshimoto Matsuda made an announcement to the company, "We



## BIKE LAUNCH

### KAWASAKI ZX-10R

don't develop any cosmetic features." So basically, it was all about what lap times could be achieved and not how the bike looked.

That's why the latest incarnation features a host of upgrades, including a new engine, chassis, suspension, and a revised electronics developed through data taken from their World Superbike exploits - it wouldn't have made much sense for Kawasaki to release a rehashed model and not utilise the wealth of information learnt on the racetrack, especially when you consider the fact they won 19 of 26 WSBK races last year, including the Manufacturer's Title. The result is one very awe inspiring machine.

The most significant modification begins at the heart of the motorcycle; the engine. Compared to the previous year's model, the new ZX-10R features an entirely new powerplant, with the only similarities being the bore and stroke. A lighter crankshaft provides quicker revving, along with a lighter balance shaft, and rod journals which feature a new coating to reduce friction at higher rpm. The clutch primary drive gear has had 4mm shaved off and it also now features new pistons, (the shorter skirts reduce weight by 5g), cams with more overlap and a larger airbox (25% more volume and an air filter with 60% more

surface area to increase flow). The cylinder head has also been redesigned featuring polished intake and exhaust ports as well as a revised combustion chamber, all resulting in better response and more horsepower. The titanium alloy headers use a new heat-resistant alloy that allows for a thinner wall thickness and helps reduce even more weight. See where Matsuda is going? Less weight and more horsepower!

The transmission has also been upgraded to now be housed in a racing-style 'cassette' design. Understandably the ratios are closer to suit for track use, with shorter ratios in every gear but first. You can also pull the gearbox out without needing to drain the engine oil, as it's located higher than the oil level. This allows the ability to quickly change individual gear ratios during practice/testing.

Now we get to the electronics, which is where things really start to get interesting. With an entirely new system fitted, the ZX-10R now utilises a Bosch five-axis IMU (Inertial Measuring Unit), with Kawasaki developed software which allows the system to detect changes in elevation and camber - and the motorcycle's position relative to them. (Kawasaki call the new cornering ABS system 'Cornering Management Function', which effectively



**AND THE ACCELERATION IS 'BALL TEARING', WITH THOSE UPGRADES TO AN ALREADY FAST ENGINE MAKING IT STRONGER THROUGH THE ENTIRE REV RANGE...**







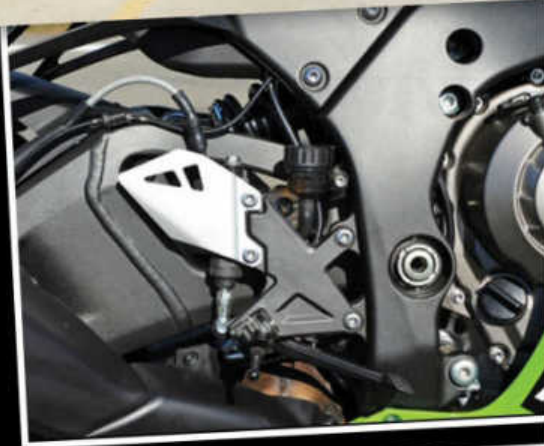
changes braking pressure according to the bike's lean and pitch angles to prevent it from standing up under braking through a corner.)

The new 2016 model also now features five modes on the Sport-Kawasaki Traction Control (S-KTRC) system as oppose to three on the previous model. Modes 1 and 2 are designed for racing, Mode 3 is for a 'dry circuit with high-grip tyres', Mode 4 is for 'road commuting' while Mode 5 is for 'wet weather'. Another new addition is the Kawasaki Launch Control Mode (KLCM). There are three modes available, with Mode One offering the least intervention and Mode Three offering the most to prevent wheelies off the line. I had a go at using Launch Control a couple of times, and was quite impressed with the way it got off the line. I don't think I was using it to its full potential, and probably would have liked a little more time to play with the settings, but for me to completely let go of the clutch lever at full throttle turned out to be as likely as a toddler handing you his teddy when the lights go out!

Something else dedicated racetrack riders will notice on the new ZX-10R is the Kawasaki Engine Braking Control, which

was first seen on last year's supercharged H2R. By managing engine braking (back torque), it feels a lot smoother when you shut off the throttle during braking, and doesn't feel unsettled in any way on corner-entry. There are also three Power Modes available for the new ZX-10R: Full, Middle (providing approximately 80% power), or Low (allowing 60% power).

For me, one of the most integral changes was to the Ninja's frame, with the steering head being moved rearward (7.5mm closer to the rider) along with the swingarm being lengthened 15.8mm, resulting in more front wheel bias. You can feel it too, with the bike always behaving itself, even under hard braking. And once again we see clear evidence of Kawasaki drawing on their WSBK experience with the all-new Showa Balance Free Fork featuring an external damping valve chamber. By separating the rebound and compression damping valves, the oil only flows in one direction through the valves, and in conjunction with nitrogen pressurisation in the damping chamber, it keeps pressure on both sides of the valves consistent. The rear Showa Balance Free Rear Cushion (BFRC) shock uses the same set-up in the damping valves, as well as having a





## BIKE LAUNCH KAWASAKI ZX-10R



revised shock linkage to offer a broader range of adjustment.

With all this extra performance in the new engine, like always you need a good set of stoppers to match. So it's no surprise to see an upgrade with Brembo M50 monoblock aluminium calipers with 30mm pistons biting on those large 330mm discs, resulting in sharp and responsive braking. There was great feel at the lever too, thanks to the Brembo radial-action master cylinder fitted with steel braided lines. Like I said, you need a good set of brakes to match, and the ZX-10R has got just that! The wheels remain the same, although they now wear Bridgestone RS10 street/track rubber in 120/70-17 front and 190/55-17 rear sizes. The front screen has also been restyled for better aerodynamics, although other than that, there are no cosmetic features, only purely riding essentials, like the little 'winglets' located each side of the air induction vents

between the headlights on the front edge of the fairing.

So how did all these upgrades feel? Well, in true theme with the bike, Kawasaki hired Wakefield Raceway at Goulburn for the day for the Australian media launch. Firstly, we were treated to a presentation, along with a brief discussion with the man himself, Yoshimoto Matsuda. It was good to hear of the various upgrades before being let loose on the track.

Murray Sayle from Kawasaki Australia led us out for a couple of orientation laps before waving us through to really see what the new ZX-10R could do. In only a few corners I could already feel that when you were picking the throttle back up as you get out of the front brake, there was no 'crack' of the engine bursting back to life, you actually have to turn in more throttle and the silky smooth engine comes back to life and powers you out of the corner. The acceleration is 'Ball Tearing', with those

upgrades to an already fast engine making it stronger through the entire rev range.

The gearbox felt much smoother as well, which is mostly contributed to running closer ratios. The modifications to the chassis with the alterations in geometry made a massive difference too, giving the bike a much better feel, especially in the front end. It behaves more like a 600cc z rather than a big 1000. It truly was a great bike to ride, and although Wakefield has never been one of my favourite circuits on a one-litre sports bike, the ZX-10R felt lightning fast yet very controllable around the entire circuit, even when corner one came up a little quicker than anticipated after blasting down the front straight at 238km/hr. Something else I noticed was that after a few laps, the bike just felt better and better, leaving me with the only option to push even harder, which I did. And no matter how hard I pushed the envelope, the bike felt in complete control, a testament to the new design.



After the first session I was impressed with the basic feel and feedback from the latest ZX-10R, with the only problem being the gear lever position. Easily fixed after a quick pit stop, where the boys from KMA lifted the gear lever a few mill so I could get my gammy left foot under it and not hit the ignition cut on the quick shifter – I also got them to pull the front brake lever in a bit to exactly where I could get most lever pressure. Next session and I'm feeling I can brake later and get on the gas earlier, especially considering how smooth it is when you pick up the throttle as I mentioned earlier.

It was 30 odd degrees on the day so it was a bit taxing physically, but so much fun that all I could do was try that little bit harder, and as I did, the bike responded to my input perfectly through every corner and every lap. And now that I was pushing to the limit, I felt it would be even better with a bit more compression damping in the rear shock, a bit more preload on the front springs, a bit less engine braking and less traction control. Again the KMA boys came to the party, with a solution of how much to adjust the settings. Back out on track I could instantly feel the benefit from each one of the changes in its relevant area, making it even easier to go faster, which is what it's all about when you are at the racetrack!

Sharing the bike for the day with Matt Shields, I briefed him about the changes I requested and asked him to let me know what he thought the next time out. Well,

he came back in to the pits and said that the difference was amazing, for the better, and was much easier to ride quicker. Not once did the rear even dance around under hard braking or over the bumps on what is a tight, short racetrack. Finally I was pushing hard enough to get a bit of movement from the front in the downhill, slightly off camber 'fish hook' corner and again in the last turn, which is also off camber and slightly downhill. As I felt the front just start to push, I didn't ask any more of it, just held station, and it came back into line and instantly I was back into it with no knee pressure needed to hold it up. And they weren't 'moments' either, just a great front end feeling and feedback letting you know where the limit is. Suspension is great, riding the bumps very well, both on the gas or the brakes and mid-corner without any unwanted pitching. The engine has loads of linear horsepower and torque coming off second gear turns from 6000rpm with ease.

The next day I could feel the aches in my shoulders and arms, leaving me with the realisation

that I'd had a red hot go! It also left me thinking about just how good the new ZX-10R has benefited from the latest upgrades. It's strong and agile, accelerates like a scalded cat when you twist open the throttle and handles like a sports bike should. In terms of the road-superbike battle, it looks like Kawasaki just turned up the heat...now it's time to organise a road test. ■

**THE NEW 2016 MODEL ALSO NOW FEATURES FIVE MODES ON THE SPORT-KAWASAKI TRACTION CONTROL (S-KTRC) SYSTEM AS OPPOSE TO THREE ON THE PREVIOUS MODEL**





**BIKE TEST**

Ducati Scrambler Full Throttle

# TWISTING THE THROTTLE

Feature and photos by Miles Rangeley

After already testing the Icon, we thought it was time to go Full Throttle...







**T**he Ducati Scrambler has already been widely accepted by the Australian motorcycling market since its release last year, and after enjoying our test on the Icon a few months back, we jumped at the opportunity to take the Full Throttle for a burn.

The first thing Craig McMartin from Ducati said when I picked it up was, "It's the same but different." And it wasn't long before I understood the essence of what he was saying. Of course it still has the same 803cc L-Twin cylinder desmodromic air cooled engine, Tubular steel Trellis frame and Brembo brakes, but with different 'bars, a redesigned seat and Termignoni pipes, the ride felt comprehensively different, along with the throatier sound from that racing exhaust homologated for road use.

This is one of the major drawcards of the Scrambler, the possibility of mixing up your imagination by blending different parts to create a more personal motorcycle; scrambling a variety of ideas together if you like. With this in mind, from the very outset with the Scrambler, Ducati wanted to showcase what can be achieved by mixing different accessories to create four different models. The Icon, which

we tested last year, the Urban Enduro in 'Wild Green' - for enduro enthusiasts who often mix their riding from city streets to country backroads - the Classic which devotes its look to the 1970s exuding style and substance from that era, and the Full Throttle, the model we were testing.

The Full Throttle is a motorcycle inspired by the world of flat-track racing making clear references to those bikes that have raced around dirt oval racetracks for decades. With a low tapered handlebar, short front mudguard, racing designed seat, racing exhaust and the black side panels with dedicated graphics, the Full Throttle more than looks the part.

For those that haven't ridden a Scrambler before, they're just as impressive in traffic as they are tearing through the hairpins or along a dirt road. This has much to do with the steering head angle of 24° and a 112 mm offset on the fork yokes, offering outstanding manoeuvrability. And the Kayaba suspension on the Scrambler is great, making use of a 41mm upside down stanchion fork and a monoshock with adjustable spring preload, with both providing 150mm of wheel travel, perfect for most terrain. The steel fuel tank holds 13.5-litres, which is enough to obtain just shy of 200km on one fill, and another handy feature is the USB connection located under the seat.





## BIKE TEST

### Ducati Scrambler Full Throttle

It'll come to a stop on a dime too, with Brembo brakes that feature the Bosch 9.1MP AMS system with an internal pressure sensor. At the rear a 245mm disc is gripped by a caliper with a 32mm piston, while the single 330mm disc at the front features a 4-piston Brembo M 4.32B monobloc radial mount caliper, which not only provides great feel and precise braking, but also leaves an uncluttered view of the wheel design, something Ducati felt was obviously integral to the motorcycle's design.

Those new aluminium 10-spoke wheels come standard on the Ducati Scrambler range with the 3" X 18" front rim and 5.5" X 17" rear rim being designed to be light and, wearing enduro-type Pirelli hoops in the form of MT60RS 110/80 ZR18 at the front and the 180/55 ZR17 at the rear which features the unmistakable chunky tread pattern. All this results in a bike that handles well on all surfaces.

But it was the different position of the lower bars on the Full Throttle that made the most impact for me along with the shorter seat, tipping the rider a little further forward than the standard seat. It also looks great in Deep Black with the yellow stripe graphics down the side of the tank and seat. And like all the Scramblers, the engine produces an impressive 55Kw (75bhp) at 8,250rpm and 68Nm (50lb-ft)

torque at 5,750rpm. Combine this with a weight of only 186kg and you've got one punchy little motorcycle.

The Ducati Scrambler is a great bike, and one that you can really mix up to create something unique and personal. I'm already a big fan of the Full Throttle, but you might obviously prefer different bars, or a larger seat, maybe a short front guard and a longer rear guard. The options really are endless. Either way it's a motorcycle that comes as a great base to start with before you let your imagination run wild... ■

**THIS IS ONE OF THE MAJOR DRAWCARDS OF THE SCRAMBLER, THE POSSIBILITY OF MIXING UP YOUR IMAGINATION BY BLENDING DIFFERENT PARTS TO CREATE A MORE PERSONAL MOTORCYCLE**

## DUCATI SCRAMBLER

### TYPE

L-Twin, Desmodromic distribution, 2 valves per cylinder, air cooled

### DISPLACEMENT

803 cc

### BORE X STROKE

88 x 66 mm

### COMPRESSION RATIO

11:1

### POWER

55kW (75bhp) @ 8,250rpm

### TORQUE

68Nm (50lb-ft) @ 5,750rpm

### FUEL INJECTION

Electronic fuel injection, 50mm throttle body

### EXHAUST

Exhaust system with single stainless steel muffler, aluminium silencer cover, catalytic converter and 2 lambda probes

### GEARBOX

6 speed

### CLUTCH

APTC wet multiplate with mechanical control

### FRAME

Tubular steel Trellis frame

### FRONT SUSPENSION

Upside down Kayaba 41mm fork

### FRONT WHEEL

10-spoke in light alloy, 3.00" x 18"

### FRONT TYRE

Pirelli MT 60 RS 110/80 ZR18

### REAR SUSPENSION

Kayaba rear shock, pre-load adjustable

### REAR WHEEL

10-spoke in light alloy, 5.50" x 17"

### REAR TYRE

Pirelli MT 60 RS 180/55 ZR17

### FRONT BRAKE

330mm disc, radial 4-piston calliper with ABS as standard equipment

### REAR BRAKE

245mm disc, 1-piston floating calliper with ABS as standard equipment

### WHEELBASE

1.445mm (56.9 in.)

### RAKE

24°

### FUEL TANK CAPACITY

13.5 L

### DRY WEIGHT

170 kg

### WET WEIGHT\*

186 kg

### SEAT HEIGHT

790mm - low seat 770mm available as accessory







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TWO WHEELS SHED

# HUME DOOM

Chain failure is a bastard! There's no cure except a replacement along with some sprockets to make a set. If they had them in stock...

I would have made a convent say ten rosaries when at the round-a-bout off the Doom, the drive chain sounded like someone ripping a clutch plate out of the basket. Only at acceleration up to the town limit was this graunching throughout the drive train present. Horrible enough a noise it was though, truly frightening. From the original joiner to ten links either side it had collapsed in the last hundred or so kays. Bugger!

After twenty plus thousand it wasn't truly unexpected. On closer inspection the joiner had an o-ring splayed out from the side plate and the pin was about thirty percent worn down.

I knew the chain had developed a slight 'stretch' ages ago, but the wear was minimal and the links hadn't decayed that badly to forgo the ride to the son's twenty first. In fact, I would have bet it was good for another five



1 A loose chain can jump of your sprockets. Make sure you keep them correctly tensioned

Grind off the head of one of the links  
2



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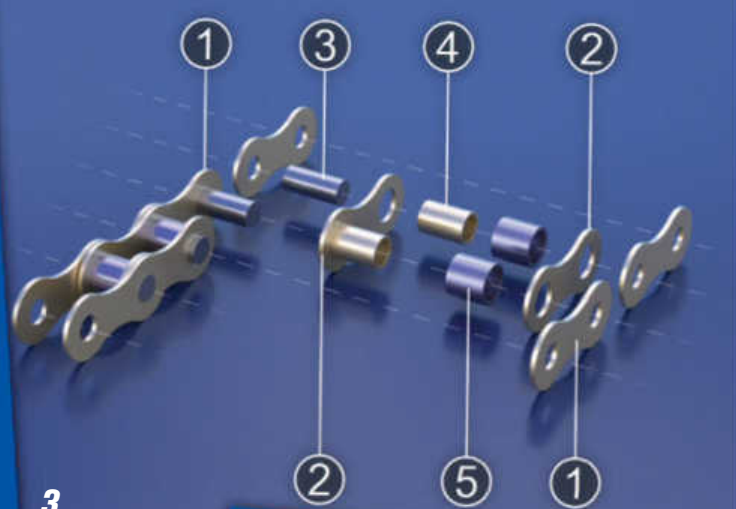
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3

A roller chain breakdown: 1. Outer plate, 2. Inner plate, 3. Pin, 4. Bushing, 5. Roller



4

With the heads ground off use a chain breaker to push the pins through



5

The chain breaker in action

thousand or so. Then it rained, again. At one stage I lost traction twice and spun her up impressively after roadworks. Somewhere around here the pin roller on the joiner gave way in a twin jet of rust along the side plates. No amount of chain lube could have prevented what was to come.

Ever wonder why they call it a chain reaction? As the individual links pass over the sprocket teeth, any play in the roller-to-pin clearance will increase the distance to the next sprocket tooth. In normal wear this gets passed along the chain and wears down the sprocket teeth in sync. The chain may occasionally run loose but will still feel smooth(ish). When a chain wears unevenly and rapidly from a roller failure the result in a chain is that the sprocket teeth line up prematurely and can throw the chain. My chain didn't throw, but tried to ride up the sprocket teeth and hence the graunching noise. Luckily I was in range of an angle grinder and a lift to get spares, of which I got a chain and nothing else but the tool to get it done. I'm blaming the spares guy again!

I never ever give the advice to fit a new chain on old sprockets. It just buggers the chain prematurely and is a waste of money. But in this situation it's what I'm forced to do. It

just means more money in a hit later on. But I'm on a schedule, so stuff the cost, Mr Mastercard can raise its head. I'm always amazed at how a fresh chain feels. Unfortunately, the new chain on old sprockets sets up a whirl that is loud and unsettling. You get that.

So all chains now have to be riveted. You need a proper tool or a hammer and a punch and some nous. After you have counted the links on the dead chain you can usually get the shop to cut it for you. Get it wrong and you get funny looks. Remember the axle goes all the way back to the stops when putting the new one on.

A tool is the best thing here, and for ninety bucks or so your mates can't borrow it without a deposit. They're grouse. A squeeze here and your plate is set. A small compression and then peen the rivet heads. Bonza!

A hammer and a punch is emergency type stuff, or for those who know better and can't be told. A centre punch held against the pin and a good slug from a 20Oz hammer will do the trick as long as the other side of the plate has some sort of anvil held against it. Try it some time. With friends.

What you shouldn't do is the secret. Don't crack the rivet head with too much

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## TWO WHEELS SHED

If you aren't changing the sprockets use the old chain to roll the new chain onto the front sprocket

6

7

Make sure the chain tensioners are pushed forward to maximise chain life

8

If the chain hasn't been cut to length you will be able to get the correct length. Then you will have to follow steps 2, 3 and 4 again

Using the chain tool crush the heads of the link so they expand and will keep the outer plate on the chain

10

**A HAMMER AND A PUNCH IS EMERGENCY TYPE STUFF, OR FOR THOSE WHO KNOW BETTER AND CAN'T BE TOLD**

The joining link goes through from the rear of the chain

9

11 A good example of new vs old sprockets

pressure. And guess who did just that? So now that I'm home I'll get rid of that one and fit another.

Grind the heads off the old rivets with an angry grinder. Fit the tool using the break pin or play with various other tools until the plate comes off. Congratulations.

The new link needs goo in each link pin, this is messy but critical. Half of the sachet in each hole and stuff a bit under the rings. Compress the lot. Don't split the rings. Keep as much grease as you can in the rollers as you place the side plate on. Firm works, not monkey madness and Tarzan swings.

Peen the rivet heads by clamping tight and gently turning in the flaring bit to just spread the head. Just up to tight and

less than a quarter turn. Or hit the punch firmly with the hammer and hope.

No cracks allowed and you're ready to run in the chain.

Since I didn't have the opportunity to run in the chain, and put us down the road for eleven hours I don't expect to get fantastic mileage. The sprockets were at about seventy percent, so as the drought kicks in and the dust gets worse I'd say its shagged somewhere about late Summer. I hope it lasts to harvest.

Running in a new chain is simple. Fit one and then run around town for about half an hour. Check the tension and sort if needed. Ride. Just keep an eye on it, lube it and don't abuse it without rewards. ■

12

The o ring chain was developed in 1971 by Joseph Montano

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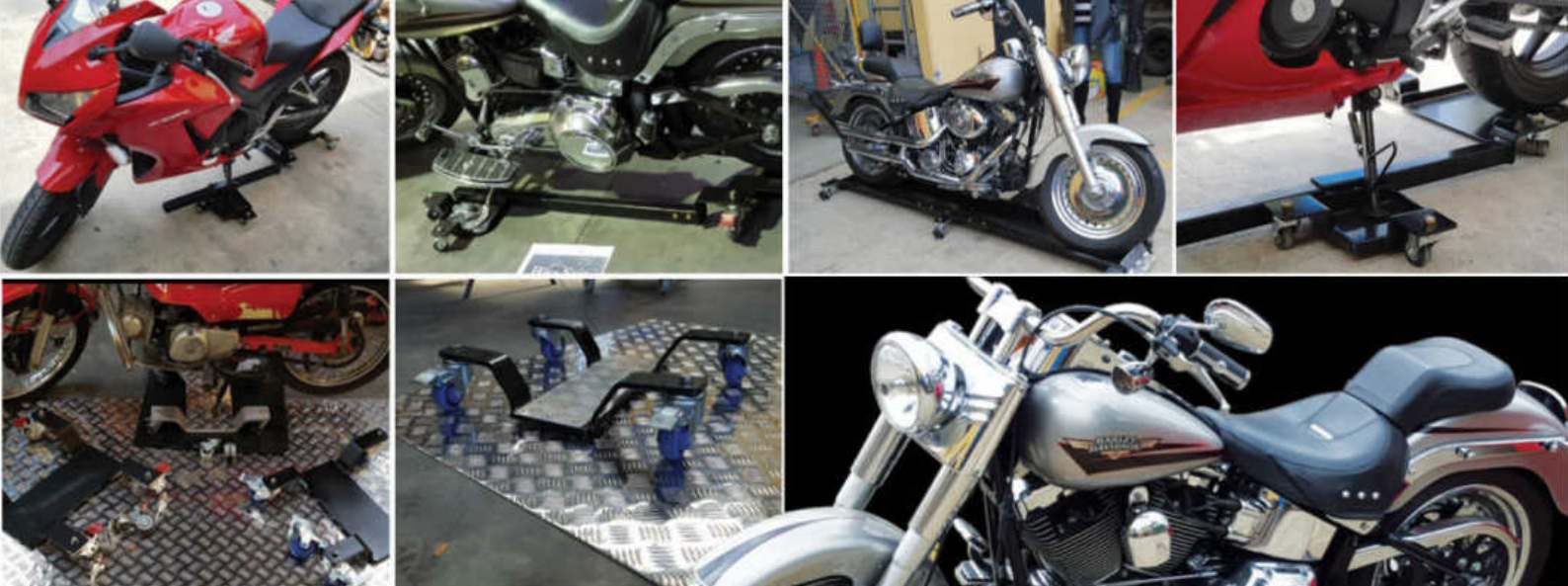
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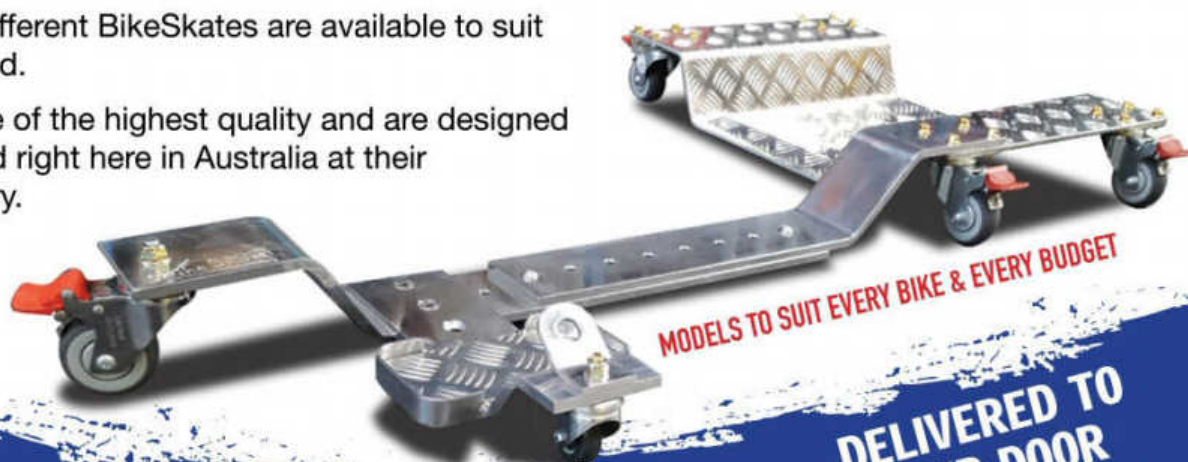
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**MODERN CLASSICS**  
**KAWASAKI GPZ 900R**



# TOP GUN

*The later, 17-inch wheeled GPZ 900R. Did any make it to Australia?*

The GPZ 900R was Kawasaki's big banger of the 1980's, and are often still seen on the roads today...

*Feature by Peter Cox*

**C**OMPARE the popular motorcycles of 1980 with the class of 1985 and you'd struggle to believe that only five years had passed.

You could, for example, be a performance king in 1980 with an air-cooled engine, 19 inch front wheel and 17 or 18 inch rear wheel. You would have triple discs but they'd probably be, at best, dual piston and twin shocks would be the finest suspension a production motorcycle could carry. Just five years later and that would not even describe a cheap touring motorcycle.

Kawasaki's GPZ 900R is a pop culture icon as well as a classic representing the best high tech from the mid-80's.

Why pop culture? In a moment of standout product placement, Tom Cruise had a GPZ 900R to ride in the movie 'Top Gun'. That was a 1986 movie about a rebellious but skilled fighter pilot and his much taller and older girlfriend. The bike had some great scenes back before Tom's

macho man image got mixed up with his wives and religion. If you look around the interwebs you'll also be able to find stills that clearly show that the GPZ 900R Tom was riding was actually strapped down to a trailer - the tie down straps and hooks are visible in shot for people who go through frame by frame looking for that type of thing.

The GPZ 900R was also, in the USA at least, called a 'Ninja' and was, I believe, the first Kawasaki to reintroduce a name after the 1960's Samurai's and Avengers. I don't think the bike ever turned up in Australia with Ninja stickers; it took a while for the self-conscious Australian market to go for that sort of thing.

So far it seems like the GPZ 900R is only a classic by association with Tom Cruise. Not so! In some ways you could see it as the Fireblade of its day. The engine was 908cc, a nice tip of the hat to the original Z900 but it was a rip-snorting,

modern powerplant designed to be as compact as possible.

While liquid cooling obviously adds bulk and complexity, the GPZ 900R was designed with the six speed gearbox and generator stacked behind the engine and had the cam chain down one end of the cylinder bank. Doing this allowed the cylinders to be packed closer together. Or, at least, that's what the PR said.

The GPZ 900R went with carbs rather than the fuel injection used on the preceding big GPZ models. In the days before full digital integrated systems it was probably a good idea. I am not sure how people go finding parts for the early fuel injection systems these days.

Suspension was also leading edge, with a monoshock Uni-Trak rear end matched with fairly typical front forks fitted with air valves for additional preload and a mechanical anti-dive device at the bottom of the fork leg. These anti-dive fittings were very common through the mid-





The last of the GPZs, the GPZ 1100R...



Instrument layout is familiar from the earlier GPZ models but this bike has a hydraulic clutch!



A 16-inch front wheel but not so scary by the time the GPZ 900R was released



Kawas

eighties but then died out completely as the quality of forks improved. I remember struggling to tell the difference between setting one and three on my CX650 - I don't know if the GPZ 900R version was more effective.

All this leading edge kit was strapped together when a modern frame using the engine as a stressed member and doing away with front downtubes. Then the fully fairing wrapped up the bike in a modern plastic sheath that retained references around the nose cone to the GPZ750 and GPZ1100 models that had preceded it. A nice family evolution...

The first years of the GPZ 900R had the 16-inch front wheel that had been infamous for road riding in the very early 80's but had matured into a quite acceptable package just before they were rendered obsolete by the trend toward 17-inch front wheels with lower profile, radial tyres.

To look at the relatively narrow, high profile 16-inch front tyre on the GPZ 900R - a 120/80-16 - you wouldn't be over concerned about bump steer. My hatred for the 16-inch front mainly came from test riding a Honda VF1000F that had been massively over-tyred with fat Pirelli Phantoms that might have worked

in that year's Castrol Six Hour but were appalling on the road.

The GPZ 900R I managed to take for a test ride in the 80's had been blue printed for the Hub 300 production race and was running avgas. Sweet, sweet avgas. So it was about as lovely a GPZ 900R as anyone is ever likely to ride.

Go? Absolutely! I remember telling a pillion that the Yamaha FJ1100 was probably the fastest bike they were likely to get on because the legislators would stop bikes getting any faster. How wrong I was.

The GPZ 900R, with its four valve and double overhead cam engine, churned out a claimed 82kW - 110hp in the old money - and was the fastest production bike around for the predictably short time.

But it wasn't superlight, like the GSXR-750 slabbie to come, weighing in around 225kg dry and it wasn't super small like the Fireblade would be.

Instead it was a super sports bike that you could fang, a pillion could be comfortable on and a rack and saddlebags would not be out of place. The mid-80's was a strange place where the top notch sport bikes were reasonable spacious and comfortable.



The Yamaha FZ750 was the GPZ 900R's production racing nemesis



## MODERN CLASSICS KAWASAKI GPZ 900R



The 1994 GPZ 900R

The handlebars, for example, were well above the triple clamp and you didn't kill your neck or wrists when commuting. The GPZ 900R remained a bike that could do virtually anything - bloody fast.

Unfortunately, at least in Australia, that didn't convert to production racing success as, by the time the GPZ 900R was headed for production racing, the Yamaha FZ750 turned up and did some awesome track time with some of the best riders on board. The smaller, lighter FZ750 was definitely a better thing around the old Lakeside circuit north of Brisbane but the first version wasn't as impressive on the road. That early FZ engine, with its incredible five valve head, spun up very fast and the bike suffered some terrible driveline lash when trying to hold a steady throttle, especially around town. What wins on Sunday does tend to sell on Monday but that doesn't mean it's actually a more useful road bike.

I have read that the GPZ 900R took first and second in the 1984 Isle of Man production race though so maybe sustained, very high speed was the real strength of this package.

So, why's the GPZ 900R a modern classic? It's right in the middle of the sports

bike transition from viable daily transport to weekend warrior. It's one of the bikes I remember looking at and thinking, "Oh so sporty" and just a few years later, when things like the ZXR750 came out, I suddenly thought the GPZ 900R looked oh so comfortable.

It's got a centrestand. Remember those? And it also has those cool little fold out hooks to help ocky strap gear to the pillion seat without damaging the paint. Nice touch.

If you were to fit fuel injection instead of carbs, you'd have an engine that would remain a respectable power plant today and, proving the strength of the engine, it also managed to morph into a powerplant for the even faster GPX1000 and the unburstable GTR1000. The cam chain position at the end of the block continued on through ZZR and ZXR generations of bike as well.

I've even seen mentions of the new Triumph taking a good look at Kawasaki engines before they designed their first triple engine, which also had the cam chain running up the side of the block. But people also said that the Triumph triples were based on the concept from the Yamaha XS750 triple, so who knows what is a nice urban legend and what is truth?

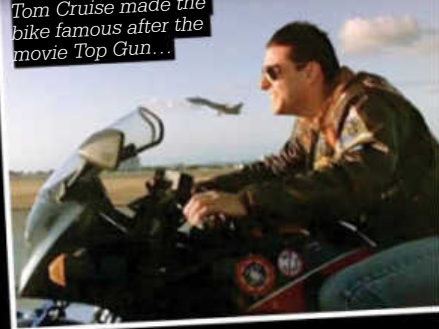
If you are going shopping for a good GPZ 900R you might also see one of the very small number of GPZ750r models brought into Australia. I knew a guy who bought one to save some cash and it was identical to the GPZ 900R other than the engine bore. At that time Japan tended to have a 750cc version of open class bikes due to internal licence restrictions and the 750s may have been imported into Europe or other markets.

The interwebs talk about the early 16-inch wheeled GPZ 900R models being replaced by a newer version with a 17-inch front wheel and upgraded, four piston brakes in the late 80's. I am not convinced that the GPZ 900R stayed on the Australian market that long but am ready to be corrected. I actually had no idea that the later model existed until I started digging around on the internet.

Maybe it couldn't continue here due to tighter noise or emission standards? Or because the Australian market was, at that stage, obsessed with sport bikes and only bought the latest models?

In any case, the GPZ 900R is a great example of 80's sport machinery that you can still take seriously as a daily commuter or for a run down to the MotoGP or Superbikes at Phillip Island... ■

Tom Cruise made the bike famous after the movie Top Gun...



The liquid cooled engine is neatly packed inside a tight fitting fairing





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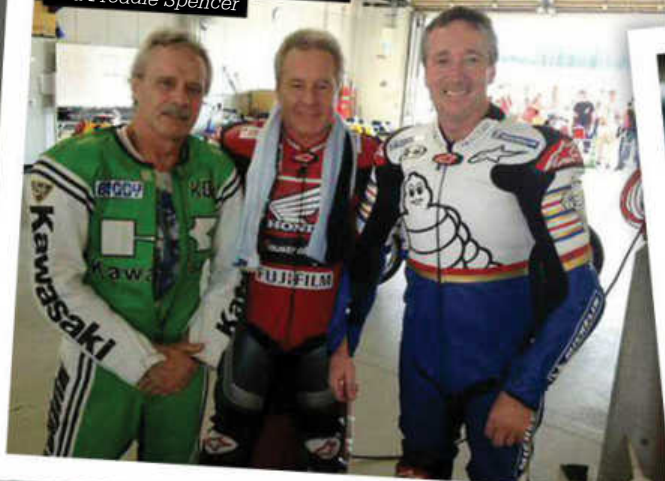
Freddie Spencer returns to Australia again, this time to race!



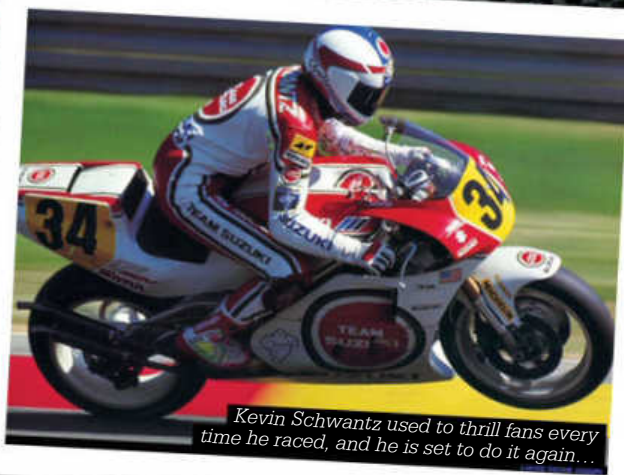
The Yamaha YZR500; this one was ridden by Eddie Lawson



Kork Ballington, Wayne Gardner and Freddie Spencer







Kevin Schwantz used to thrill fans every time he raced, and he is set to do it again...

# CLASSIC RETRO

Grand Prix legends back in action and famous bikes resurrected, it's all happening this month on the East Coast. We also look back at a meeting so shambolic the results were scrubbed and at Barry Sheene's first world championship, a mere 40 years ago

**R**etro keeps getting bigger. The Island Classic has been running 23 years and there are two major 'nostalgia' events this month, the Barry Sheene Festival of Speed at Eastern Creek and the Broadford Bike Bonanza.

Headlining at the BSFOS are the GP Legends on Tour, stars mainly from the 1980s on genuine 500 GP machines... Kork Ballington, Graeme Crosby, Didier de Radigues, Kevin Magee, Steve Parrish, Kevin Schwantz and Freddie Spencer, with a to-be-confirmed for France's Christian Sarron.

The Legends raced last June at Jerez, with Wayne Gardner (on a Cagiva), Spencer and Schwantz winning one race each. Twice world 500 champion Phil Read rode too, at age 76.

Huge efforts have been made behind the scenes for the 500 Legends to happen. Machines from the 1970s and 1980s have been rebuilt, including a factory Yamaha YZR500 and a 1982 Suzuki RGB500. Kork Ballington still has his factory Kawasaki KR500.

Working on the bikes have been men like New Zealand's Mike Sinclair and Paul Treacy, who fettled them in their glory days and thoroughly enjoyed the experience of once more being hands-on with a thoroughbred GP racer. One test day in Queensland was a reminder of the late 1980s, with the two Yamaha race team mechanics crewing for factory rider Magee on an YZR500. Former 500 racer Stu Avant was part of the action too.

In Switzerland, Suter Racing has gone further, building brand new V4 two-stroke machines producing 145kW and for sale from around \$AUD164,000.

Broadford will feature the Superbikes of yesteryear and a Moto Guzzi 500 V8, the most exotic racer of the 1950s. Ross Hannan has recreated the famed Hannan-Kawasaki Z1-R Superbike that Graeme Crosby raced from late 1977 through 1978.

It has meant sourcing smooth-bore carburettors, an exhaust system from Japan, magnesium wheels and a replacement frame. "We sold the original carbs and you couldn't use mag wheels that are 40 years old, so Graeme has sourced Marvic wheels from Italy that are replicas of Morris wheels. The frame is a later-model Z1-R, because someone crashed the 1977 version into a fence at Surfers Paradise.

"I've rebuilt the engine. The last rebuild, by my brother Ralph, was for Bathurst in 1978, when it did 178mph and Graeme finished sixth in the Australian Unlimited GP," Hannan said.

"In the day, the bike had a Yoshimura engine and we had just received a set of Moriwaki TTF1 camshafts. Ralph had to enlarge the valve pockets to stop the valves hitting the pistons. That was the thing about Ralph. The Continental Circus experience he gained working for Terry Dennehy on his converted Honda CB450 in 1969 and Ginger Molloy's Kawasaki 500 in 1970 meant he would always put the bike on the grid, even if it meant an overnight engine rebuild."

Ballington was always a competitive racer...





**ONTRACK**  
THE COX REPORT



*Schwantz was one of the best...and he's still fast!*

*Magoo is sure to give it his all when the flag drops*



## SAN CARLOS DEBACLE

This month is the 40th anniversary of the race that 'never was' in terms of a major championship – the Venezuelan round of the 1976 Prix Formula 750. Unfortunately, the decision to expunge the results of the meeting cost Gary Nixon the honour of being the first American to win an FIM road-racing championship.

The meeting was a debacle and not just for Nixon. But let's begin on March 7, when 20-years-old reigning world 350 champion Johnny Cecotto (Yamaha) won the Daytona 200, from Nixon (Kawasaki) and Suzuki's Pat Hennen. The winner finished the race with canvas showing on his rear tyre.

Cecotto's sponsor, Venezuela Yamaha importer Andrea Ippolito, had secured an F750 title round for his country on a new circuit in the desert at San Carlos, some 200km from Caracas. Ippolito had considerable power in the FIM and today his son Vito is its president.

The circuit was not sealed and the amenities block unfinished when organisers signed up riders at Daytona, giving them vouchers instead of air tickets. Two weeks later they arrived – well, most arrived – to a bun fight. Kenny Roberts was a no-show because he lost his passport. Warren Willing's Yamaha wasn't loaded for the flight out of the USA because freight handlers reckoned the petrol tank had not been fully drained.

The situation only became more farcical. It was 40 degrees, the hotel was 90 minutes by bus from the circuit and everyone had to pay for their food...if they could actually find a bank to obtain cash.

The late Gregg Hansford used to delight in describing the comedy, including the riders being packed onto a vintage Douglas DC3 to fly them closer to the circuit. According to Hansford, Nixon damaged a KR750 engine and borrowed one from Team Kawasaki Australia boss Neville Doyle, who never saw it again.

According to famed English scribe Mick Woollett, Hansford had better luck off the circuit, cleaning up in the riders' poker tournament.

Cecotto on his factory Yamaha won the first of two races by half a minute, from Steve Baker (Yamaha) and Nixon. Kenny

Blake (Yamaha) finished ninth. Barry Sheene (Suzuki) retired while running third with engine failure. Hansford was spectator in Race Two and contradicted reports that Cecotto retired due to exhaustion while holding a 45-second lead. Gregg said the local star had a problem with one of his contact lenses. His sponsor went ballistic and tried to put him back on the bike.

Baker won that race from Nixon and Suzuki rider John 'Noddy' Newbold. Blake crashed out.

And then things became messy. Nixon had originally been awarded second place in Race One, until Baker successfully protested that he had been credited with one lap too few. Nixon lodged a counter-protest and it was impossible for the organisers to say who was correct, so the result stood.

The FIM voted to expunge the results from the championship because of the uncertainty over who had been the true overall winner on the day, Nixon or Baker. The lap charts proved inconclusive.

First or second place would have given 35-years-old Nixon the title. It went instead to Victor Palamo on a private Yamaha, the first time a Spaniard won a 'big GP bike' FIM crown. Remarkably, Venezuela was still granted the opening GP for the 1977, '78 and '79 world championships.



The legend Barry Sheene won his first championship 40 years ago...

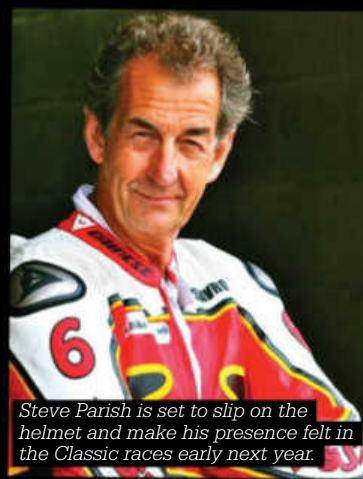
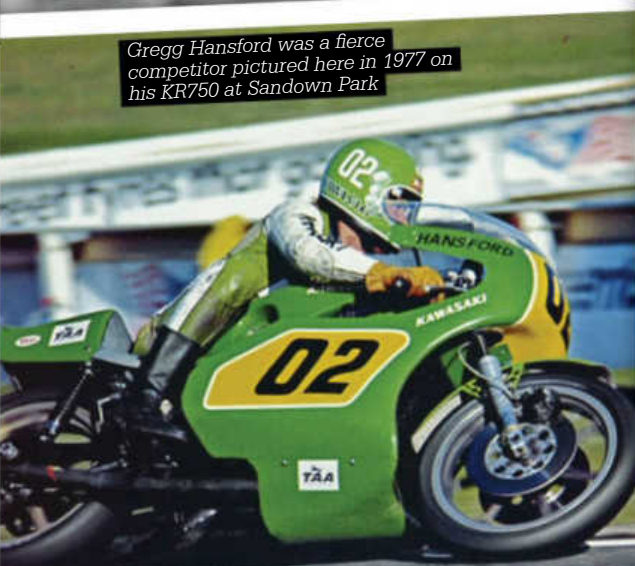


Steve Parrish has already expressed his excitement about racing in Australia, pictured here back in his racing days

Legend Grahame Crosby will be on the starting grid at the Barry Sheene Festival of Speed!



Gregg Hansford was a fierce competitor pictured here in 1977 on his KR750 at Sandown Park



Steve Parish is set to slip on the helmet and make his presence felt in the Classic races early next year.

Pat Hennen leads Barry Sheene... a battle that wasn't uncommon back when Sheene won the championship



Two Wheels contributor and all time legend Kevin Magee will be getting amongst it too!





## SHEENE'S FIRST CROWN

This year also marks 40 years since the first of Barry Sheene's two world 500 championships, just a year after his terrible Daytona accident.

Season 1976 was a water-shed year. Officially, Suzuki and Yamaha disbanded their factory teams at the end of 1975; in Suzuki's case to concentrate engineering resources on four-stroke road-bike development. At the same time, MV Agusta was struggling to keep its four-stroke 500 competitive.

The upshot was that some of the world's best riders were looking for rides. Giacomo Agostini and Phil Read found commercial sponsorship and started their own teams, Agostini with 1975-model MV machines and Read with one of the new Suzuki RG500s.

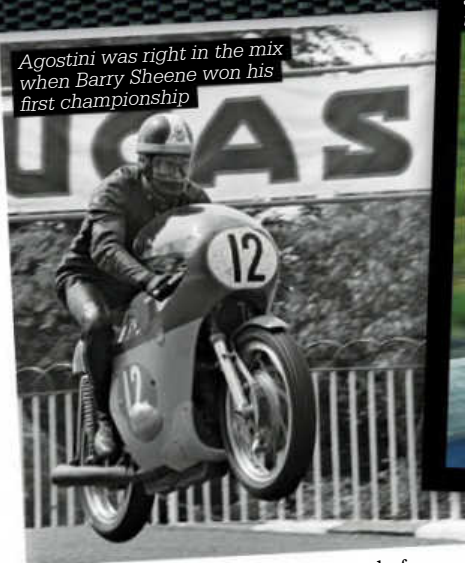
Executives from Suzuki GB took control of the Suzuki race effort, fielding three British riders, Sheene John Williams and John Newbold. That left leading Finn Teuvo 'Tepi' Lansivuori out of a job, so he joined with almost every 500 GP aspirant and bought an RG500. So did Agostini at one point.

Suzuki had based the machine on its 1975 XR14 works racers and subsidised the purchase price. Sheene had three special works bikes with 54mm by 54mm bore and stroke engines, which were said to have more torque. Everyone else had 56mm by 50.6mm engines.

Yamaha's 'withdrawal' wasn't a complete retreat either. It supplied works 350, 500 and 750 machines for Cecotto, and 750s for Agostini, Baker, Hideo Kanaya and Kenny Roberts. The 500 proved a disappointment, spoiling Sheene's hopes that the title would be a battle with Cecotto.

Instead, Sheene won five of the seven races he started, at Le Mans, Salzburgring, Mugello (the closest fight of the year against Read and Agostini on Suzukis), Assen and Sweden. The points system of the day

Agostini was right in the mix when Barry Sheene won his first championship



helped Sheene wrap the series up before the end of July and he skipped the last three GPs. Ireland's Tom Herron Williams on essentially a Yamaha 350 won the Isle of Man 500 TT, the last time it counted towards the world 500 championship.

On the other big public-road circuits, Williams won the Belgian GP and John Newbold the Czech GP. Pat Hennen became the first American to win a GP on the public roads of Imatra in Finland. Wet conditions prompted Agostini to revert to the MV for the final race of the year on the full Nürburgring, recording the last 500 GP four-stroke victory.

The title ladder read: Sheene, Lansivuori, Hennen, Marco Lucchinelli, Newbold,

Johnny Cecotto was caught up in that crazy debacle of a 'no race'...



Philippe Coulon, Agostini, Australia's Jack Findlay, Williams, Read, Marcel Ankone and New Zealand's Stu Avant. All Agostini's points were achieved on the MV; everyone else in the top dozen was on a Suzuki.

In 1977, works Suzuki riders Sheene, Hennen and Steve Parrish all had the 54 x 54 engines, with claimed power of 88kW and a top speed of 296km/h. Sheene took six victories and Hennen one. Findlay won the boycott-affected Austrian GP and Wil Hartog was the home-town Assen hero.

Suzuki built the XR22 racer for 1978, but Yamaha also had a new machine and a 500 GP rookie named Kenny Roberts...the result was electrifying... ■

Gary Nixon was ever so close when he was robbed of the title...



The Suzuki RGA500 being ridden by Pat Hennen for Team Heron- Suzuki



Victor Palomo was the surprise winner in that debacle of a race...



Kork Ballington is confirmed to be coming down under too...







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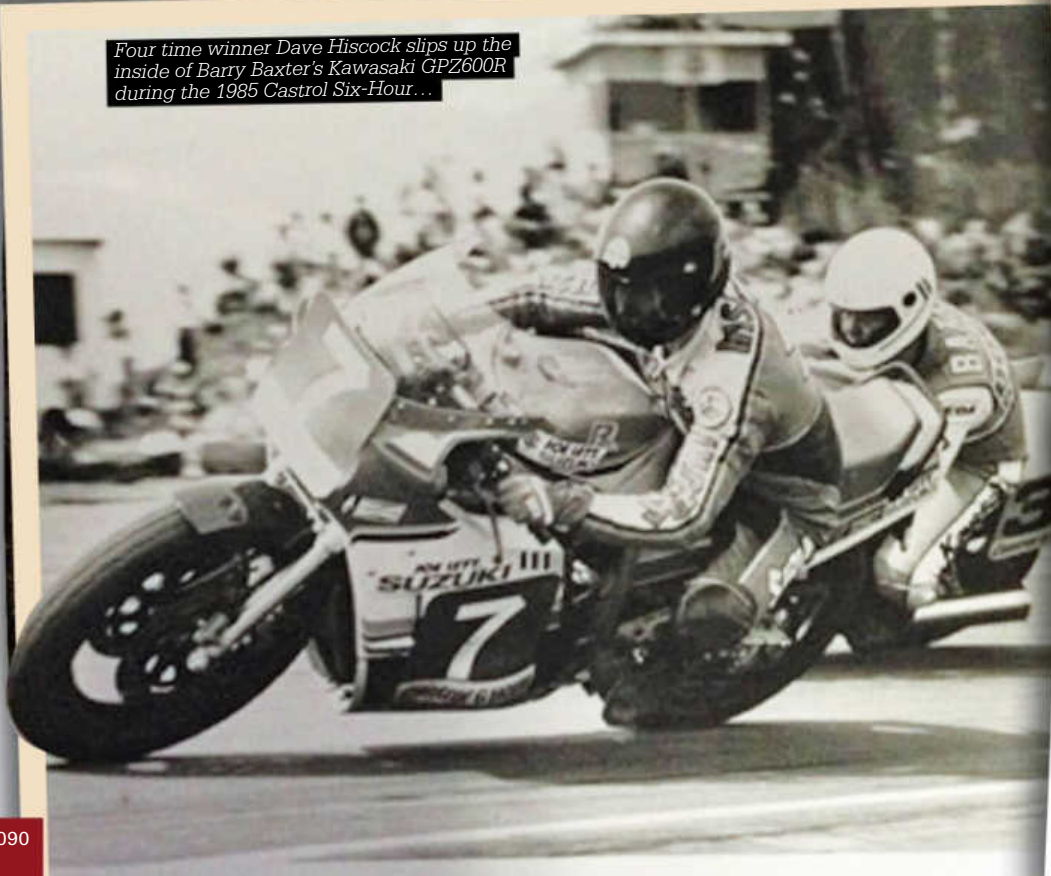


**MEMORY LANE**  
PHOTOS FROM THE  
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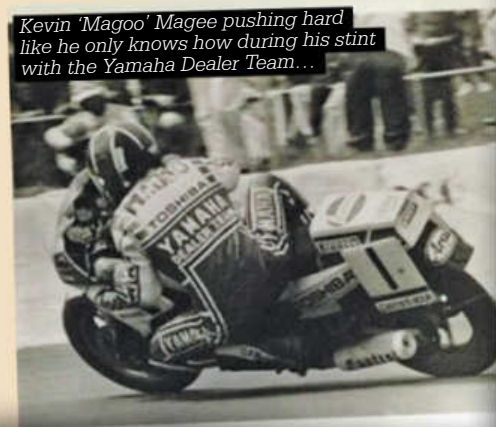


*Tony Ashworth and John Knight racing in the old days!*

*Four time winner Dave Hiscock slips up the inside of Barry Baxter's Kawasaki GPZ600R during the 1985 Castrol Six-Hour...*




*Kevin 'Magoo' Magee pushing hard like he only knows how during his stint with the Yamaha Dealer Team...*



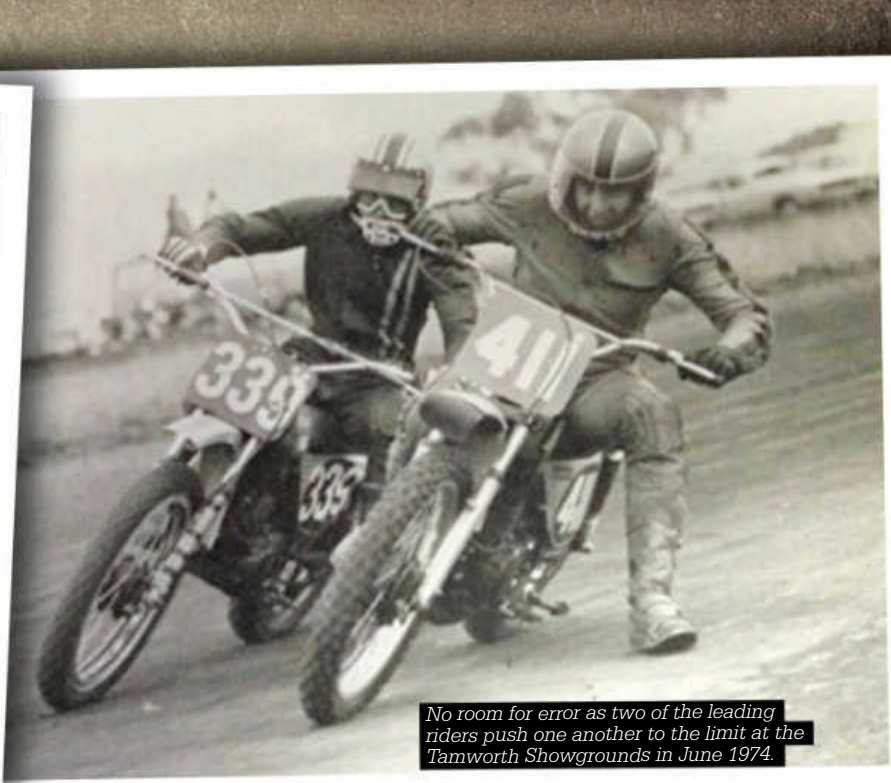
*The Castrol Six-Hour at Oran Park was always a crowd favourite.*






A black and white photograph of a motorcycle rider, Brad Willis, leaning into a turn. He is wearing a helmet and a dark jacket. The number 69 is visible on the front of the bike.

Brad Willis in  
full swing at  
Maryborough in  
January 1984.

A black and white photograph showing two motorcycle riders in a race. The rider in the foreground is wearing a helmet and a dark jacket, with the number 41 on the front of the bike. The rider behind him is also wearing a helmet and a dark jacket, with the number 33 on the front of the bike.

No room for error as two of the leading  
riders push one another to the limit at the  
Tamworth Showgrounds in June 1974.

A black and white photograph of a motorcycle rider, Steve McCann, leaning into a turn. He is wearing a helmet and a dark jacket. The number 8 is visible on the front of the bike.

Steve McCann racing his  
Hodaka Super Rat...



# scooter

## I'M A

Leave it to Bever for getting about and making a name for itself...

Feature by Austin Rymer  
Photos by Austin Rymer and Piaggio

# BELIEVER



**'P'**ossibly one of the worst names ever used on a vehicle' might one day be the Wikipedia introduction for the unfortunately named Piaggio 'Believer' 350. See I'm addressing the issue already and changing the lexicon of commuter scootering forever in a single burst of the keys. I have seen owners abbreviate their triumphantly good, able bodied older version of the Piaggio to 'Bever' by peeling off some stickers and who would blame them? Fortunately, Piaggio dropped out the e, another e, r and an l and a y to leave BV which saves disfiguring your new scoot, yet the name carries over in the brands marketing probably for reasons only the Italians understand!

Really, I think 'Beverly' people should be proud of their ownership of possibly one of the best scooters on the market. So we had better dispense with the questionable looks, the name and while we are at it the two-tone Italian version of how to stand out in the crowd, because underneath is one of the sweetest rides around town and beyond.

This has to be the almost perfect marriage of engine, frame, wheel-size and riding position you could ever ask for in a scooter and it fulfills a number of roles. The very well made 'Believer' 350 starts out of the blocks with acceleration unmatched. There is a balance in the power-to-weight equation which gives the 330cc liquid-cooled auto a real advantage. Other scooters with larger motors in the 500cc

plus range like the excellent Yamaha T Max and Aprilia's own monster 850 have a huge disadvantage shifting their weight off the mark even with a surplus of scooter power. Yet the 177kg weight that the Piaggio carries is just enough to help iron out our suspect roads with good well suspended travel from the front and rear.

Wheels roll on their tall front 16" and a fat 14" rear and this ensures some of the Sydney bumps aren't felt from the hiding smaller scooters deal with day in and out. This combination offers one of the best combos between street and manoeuvrability vs. stability and also carrying extra weight such as a passenger. Do I come across a little enthused with how the BV rides - and sure it is a wonderful attribute - however the

# scooter



# scooter

best bits are well hidden forward of the rear wheel and under the bodywork, huge storage area and seat?

This is where the latest scooter technology resides. While the power is impressive from the 330cc engine the best bit isn't 'how' it flies but how 'smooth' it flies. The dry-sump engine is small and contained and for the non-techno-heads having the engine oil in a separate reservoir means some major advancements in fuel saving and more power due to less friction and even noise.

This is genuinely one of the quickest scoots around. The icing on the cake is the latest combination of motorcycle-style wet-clutch mechanisms tied in with a CVT transmission. What does it mean? Way smoother take-offs and more seamless drive from a stand-still to higher speeds. I said last issue that the Vespa GTS300 was topping out as far as performance went for a small-wheeled scoot however after my spin on the BV I'll just about eat those four pages. The BV-Believer is one of the most popular 'bigger' scooters in Europe and the engine; drive-line would be a good reason why it should catch on here. My guess is the days of the shudder, the old style dry centrifugal clutches and grinding noises are over. Good riddance too as other manufacturers continue to embrace this technology.

Piaggio have added in more electronic wizardry which is common place now on motorcycles although generally not in the commuter genre. Traction Control (ASR) and Anti-Locking Braking (ABS) have made inroads over the last few years and for the first time I can see the appeal and need, primarily because of the added speed and performance the BV offers. With large 300mm front and 240mm rear discs the ABS has some work to do. The brakes are sharp and well balanced front and rear, requiring a precise effort rather than the usual heavy handed application that heavy braking requires. Both the ASR and ABS are very functional, although they are a generation away from the sports brands that Piaggio produces like Aprilia. The ASR system kicks in early with more of a stutter than the super refined increments you find on sporty equipment. The racing department's trickle flow the soft and hardware down



to the scooter brands...so be thankful.

And fuel economy? Piaggio Australia's brand manager Gavan Moody was running out of superlatives (he does that a lot) about the 'potential' economy of its popular scooter and while I didn't achieve a legendary 36km/L (that's running at half to a quarter of a car's average consumption) would be a steady consistent 70kph without stops, the generous fuel capacity of 13L would mean a possible 450 kilometres. That's amazing but more importantly it is the time-saving with the need for a weekly refill rather than every few days. And it's great



# scooter



# scooter



knowing that a 450km uninterrupted trip is possible when planning your holidays, but then we are in a country of speed limits and not unlimited auto-stradas.

Almost the equivalent to the first class Qantas lounge the BV is the next best thing in scooter-travel. The seat offers up a great shape as well as thick padding while the normal reach to the handlebars and the small offering of the screen makes the difference, your feet find a natural location with the right bend from the knees and you can be sure most of the bumps will get sorted. It is well above most of the offerings, although it would be nice to not be located or restricted to one position as the seat does lock you in with the two-step platform. Anyway, who in their right mind would do 450km in one afternoon? Oh yeah, that's right I did!

On the previous model I conquered a Sydney to Coffs Harbour run in an afternoon and the newer model 350 can only be better due to the extra power. A quick blast up the freeway will have you checking your mirrors - which have excellent coverage constantly as the speed creeps out easily. Between the underseat storage bin, the glove box and the option of the top case, one person should be able to carry a weekend's worth of kit without running out of clothes or shoes.

Ripping up the highways is more a holiday pursuit or a dream for most city-dwelling commuters and back in the city the BV makes easy work of the cut and thrust of tight inner-urban war. The wheel size and steering helps out here, and works best allied in the combination of brakes, power and riding position. I felt like I could do almost anything shooting past traffic or lane-splitting (aren't we

fortunate - legally speaking?) using the high set mirrors and 'bars to plot away over the car mirrors. The only limitation might be the weight or seat height for smaller sized or brand new riders. This is something a short test ride would sort out, although I'm guessing the BV is going to be the second purchase scooter for most riders, not the first. Don't discount it as your first foray into this wonderful world of freedom though.

At \$8190 (plus on-roads costs which vary state to state) the BelieVer 300 sits at the expensive end of the spectrum in scooter-land. At more than double the purchase price of a 150cc scooter like its little brother the Fly, it would take more than just weighing up size or performance to take the added leap into 'expensive' territory. The quality and technology help. The two-year warranty adds trust along with the size of the brand. The ride and pedigree certainly make the BV compelling. In

some aspects, it is miles better than a Vespa, although it is difficult to go past the name and steel-body of its classic cousin. Is it all in a name? Try not to judge a scooter by its name or a book by its title. Harry Potter had nothing to do with a story about a potter called Harry and Beverly could be some old romantic's lost girlfriend from 1968.

Next month's surprise offers the same style of commute ring from a totally different angle... ■



*'The model shown in these photos was an unregistered BV350 for photographic purposes while a plainer white model was used in the road test.'*



# scooteria

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shares stories on life and  
motorcycling...

## DOCTOR, DOCTOR

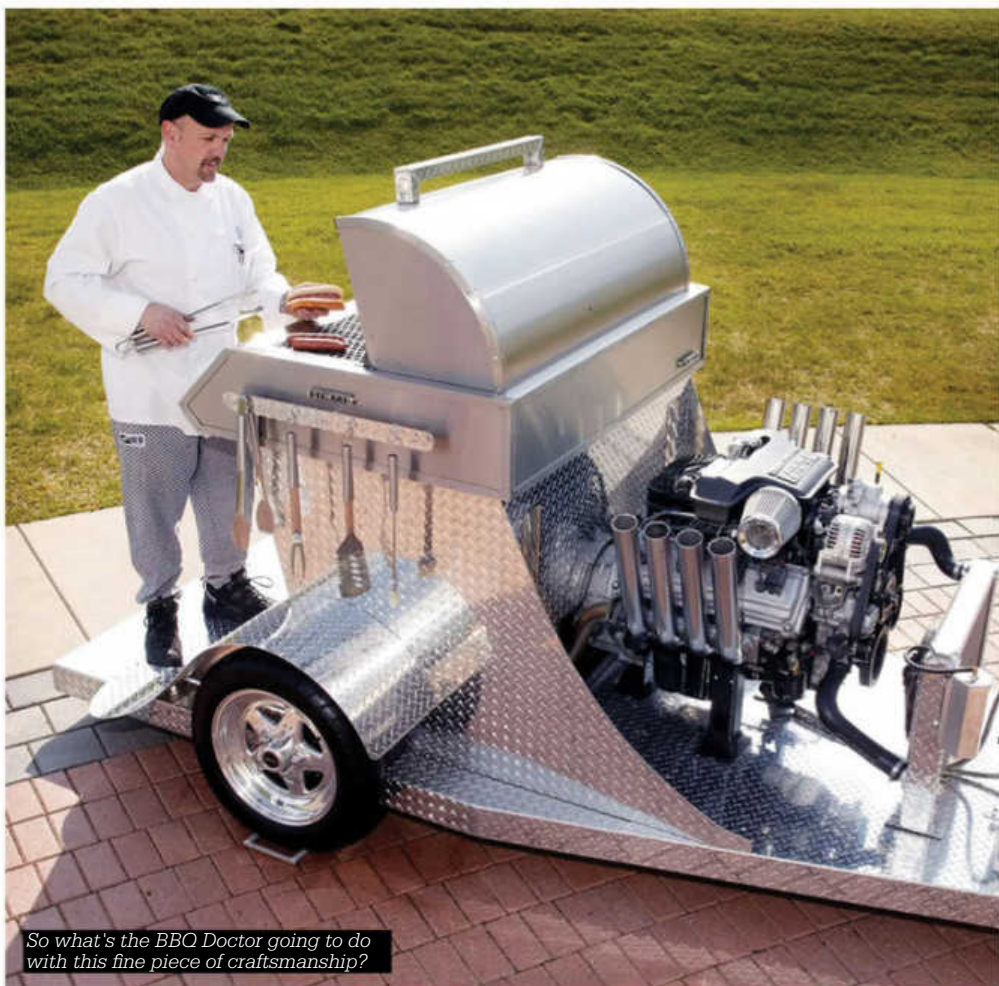
Makes you wonder  
where they get their  
credentials...

I was sitting in the traffic stopped at the lights the other day and chose not to split lanes for the moment, even though it's now legal in our fair state. This was due to a recent motorcycle accident and a promise to my Orthopaedic surgeon (and to a lesser extent myself) that I wouldn't be falling off my bike again. Being on my H-D Ultra though does make lane splitting a tad tricky and there's nothing more awkward than being stuck between two cars and sheepishly trying to explain that the damage your handlebars have made to their nice Audi isn't that bad, besides I was only one back from pole position.

The van in front of me advertised what the occupant did for a living, apparently he's a doctor, but not in the field of humans. I guess the fact he's driving a van might've been a clue that he didn't specialise in our kind, although a doctor that drove around in a mobile surgery might be a bit of a money spinner. No, old mate here had his doctorate in the field of BBQ'S.

Many people have attached fake credentials to their seemingly mundane business to give it more pizzazz, off the top of my head I've seen the Pipe Dr, The Tap Dr, The Hose Dr, even a mate who called himself Dr 'Love', which on evidence from some of his recent 'Patients' should've been sued for malpractice.

Out of all these self-proclaimed doctors the so called BBQ Dr would have to be the most lame though. Did the BBQ Dr go to uni? If so, how far did he go or did he perhaps study overseas making his credentials null and void over here? I



*So what's the BBQ Doctor going to do with this fine piece of craftsmanship?*

don't want some fly-by-nighter working on my BBQ! Then again who the hell gets someone out to fix their BBQ? Mine cost 400 bucks 10 years ago, and aside from a dodgy igniter which just needs a new battery...hang on I'll just go change it, (literally 2 minutes pass, and 1.45 of that was spent finding a battery) all fixed, even though I don't have a doctorate in BBQ-ology.

There must be some great responsibility that comes with being a BBQ doc, and they must be able to charge a huge premium, but then again if my old BBQ is ten years old and it only cost 400 bucks, there has to be better ones now available on the market, so why would I bother? How does the good Dr keep a roof over his head, or the rego on his fancy pants van? Or what about his wife, does she have mid-week tennis with other wives of Drs who are in the barbecue cleaning business? So many questions, and before I could ask any further the lights turned green and we were away. I pulled up next to him at the next set of lights but because I was wearing my dopey skull face mask the good doctor didn't want

to engage in any sort of conversation, the quiet hiss of his electric window kind of gave that away.

Sensing this I decided to go against my promise to my orthopaedic surgeon and myself and meander up between the cars...after all, it'd be a shame not to take advantage of the new lane filtering laws! ■

**SO MANY  
QUESTIONS,  
AND BEFORE  
I COULD ASK  
ANY FURTHER  
THE LIGHTS  
TURNED GREEN  
AND WE WERE  
AWAY**



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## CHAIN MAIL

### HAPPY CUSTOMER

Two Wheels – I'm just prowling the night with my new Yoshi pipes on the old girl. Got the boys at Hi Tech Darlinghurst to fit them in the hi-rise position like the Staintune system would. I think it came up a treat and the guys at Hi Tech were great to deal with. Well done for putting out a great magazine!

Patrick Lash

*(Good to hear Patrick. We've heard positive feedback about Hi Tech in Darlinghurst before, and it's good to hear they're still at the top of their game. – TW)*

### THE DRAGSTER

I just wanted to write into the magazine to thank the guys from Urban Moto Imports. Late last year at the Sydney Motorcycle Expo, I bought a Dragster, and they were all

### SOMETHING TO SAY?

Chain Mail, Two Wheels, 2 Stanley Street, Silverwater, NSW 2128 or email [info@twowheels.com.au](mailto:info@twowheels.com.au) Letters may be edited by the editor and will be discarded without a full return address.



great to deal with right from the start. I only got the bike in January, and have since put a few k's on it...and it's easily the best bike I've ever owned. I took a while to choose exactly what I wanted, and was looking at a couple of other possibilities, but when I saw the first pictures on the internet of the MV Agusta Brutale, it was something I could see myself riding. Well, I am riding one now and it's sensational. I just wanted to again express my gratitude to the guys from MV Agusta Australia, and in particular David Song from Moto Technica, who was one of the best guys to deal with.

Nick, Plumpton

*(Great to hear you're happy with your new bike mate, and what a bike it is! Magoo tested them at Sydney Motorsport Park and we've just recently completed a road test, which is due to appear in an upcoming issue...and rest assured, we all loved it. It's a motorcycle that oozes attitude and has the performance to match! – TW)*

### LANE FILTERING

Hi Two Wheels - I would like to make others of our fraternity aware that there is a real hidden danger in lane filtering,

as I found out the hard way the other day, coming to grief. Some passengers, particularly close to shops/businesses exit from their vehicle while in traffic, totally unaware (that is not looking) that a bicycle or motorcycle may be coming up on their inside. Kissing opening doors while filtering needs to be another safety consideration for us. The solution is extra care and louder pipes. Yes, louder pipes do save lives as they make car drivers in particular, aware of our presence. It's obvious that I'll be freeing up the exhaust on my Kwaka ASAP!

Ziggy, Robina Qld

*(No doubt this is a major concern for motorcyclists, and I totally understand your frustration. Although loud pipes are definitely a way to alert drivers of your presence, but I don't think this is the solution. Ultimately, drivers need to be educated about the legality of lane filtering and to pay more attention for motorcyclists. The other major flaw in the system is the different laws in each state. For instance, in NSW it's legal to lane filter up to 30km/hr in moving traffic, although in Qld it is also legal to travel down the emergency lane at 30km/hr. Confusing, especially if you live in Tweed Heads and work over the border in Qld. –TW)*

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